

**NO1: FOR ARCHIVE  
PICTURES**

**>> Buses Around  
Newcastle**

**>> Lorries  
on Site**

# VINTAGE ROADSCENE

www.roadscene.com

Issue 227 October 2018 £4.50

**MAXIMUM CAPACITY  
LOTS OF LOVELY LUTON VANS**



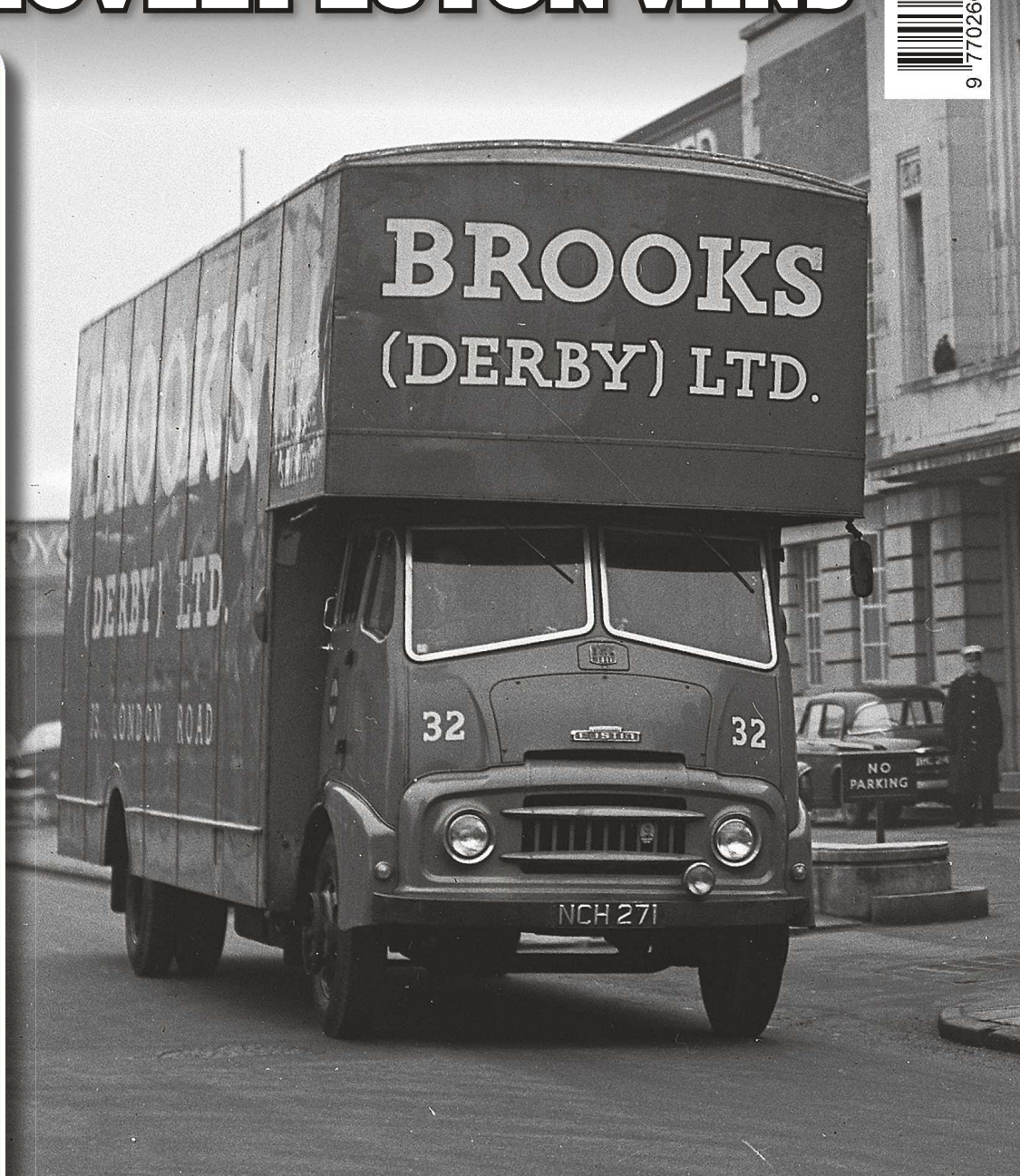
**King Coal**



**Diamond T**



**Leyland  
Atlantean**



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### SUBSCRIPTIONS

12 issues of Vintage Road Scene  
are published per annum  
UK annual subscription price: £51.60  
Europe annual subscription price: £64.99  
USA annual subscription price: £64.99  
Rest of World annual subscription price: £70.99  
UK subscription and back issue orderline:  
01959 543747

### Overseas subscription orderline:

0044 (0) 1959 543 747

### Toll free USA subscription orderline:

1-888-777-0275

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Kingdom

ISSN 0266-8947

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### DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue,  
London, EC1A 9PT  
www.seymour.co.uk  
Tel: 020 7429 4000

### PRINTING

PCP Ltd, Telford, Shropshire. Tel: 020 7429 4000

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Vintage Roadscene is published on the third Friday of  
each month preceding the cover date.

## 6 Buses Around Newcastle - Part 2

Back to the emergency services next month, but here Ron Henderson concludes his look at the buses that formed part of his youth.

## 10 King Coal

Brian Stephenson presents a series of photographs showing Charringtons and other coal delivery lorries.

## 18 Seen on Site

Leo Pratt brings us another varied selection of lorries of the past photographed on construction sites.

## 22 Suddenly it's the 1970s and you need a maximum weight tractor unit - Part 10

The last part of Phil Reed's mini-series, which has looked at all of the 30 different manufacturers' vehicles available in the UK market at that time.

## 27 Diamond T - Ex-World War II Military Vehicles on the Fairground - Part 8

Dick Furniss looks at another American-built military type which served on post-war fairgrounds.

## 32 Over T'Hills - The 50th Trans-Pennine Run

Malcolm Bates presents some classic scenes of vehicles on a glorious day in some lovely countryside.

## 38 Scenes Past - Maximum Capacity

Mike Forbes presents another selection of pictures of Luton vans, large and not so large, from the Chris Hodge 'Stilltime' Collection.

## 46 60 Years of the Atlantean

It's hard to believe, but the rear-engined Leyland Atlantean double-decker has been with us for 60 years. Malcolm Wright pays tribute.

## 54 Model Roadscene - Models on the Move

Graham Dungworth brings us more of his lifelike scenes incorporating diecast model road vehicles.

## 57 Review Scene

We look at a selection of books which will be of interest to Vintage Roadscene readers.

## 58 Rally Round-up

Reports and pictures from more rallies during July, including the Thirsk Truck Gathering, Ayrshire Road Run, Wiston Park, Rempstone, the Cart Marking and Ackworth, from Vic Capon, Keith Baldwin, Dick Furniss, Malcolm Ranieri, Peter Quinn, Jim King, Andy Taylor and Alex Saville.

## 64 Rally Diary

Good ideas for good days out during the next month.

## 66 Scene & Heard

Lots of your interesting stories, pictures and thoughts on recent issues.

## 72 Next Month -

what's in the next issue...

## 74 Tailscene - Exotic Interlude

Americans in the UK

## SUBSCRIPTION OFFERS ON PAGES 44-45





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**A** casual remark during a conversation at the Gaydon Classic & Vintage Commercial Vehicle Show led to Malcolm Bates and me obtaining a large number of Commercial Motor magazines dating back to the 1950s and '60s. As a result, we have become even more interested in the advertising of the period for the sort of vehicles with which this magazine is concerned.

There is a lot to be learned from studying these old adverts. A number of points spring immediately to mind. In those days, advertisers could claim their products were the best and quote performance figures which were quite unsubstantiated. Some smaller companies appeared and equally suddenly disappeared, their names now only half-remembered by a few. Others are still with us – although in name only and then only seen at rallies, their products eclipsed by European vehicles, which have flooded the UK market for many years now.

Britain used to be the 'workshop of the world'. Many of the adverts – and indeed, the articles in Commercial Motor – were concerned with the export of British-made lorries to Commonwealth and other countries, including those which now provide our transport vehicles. What went wrong?

Well, that would take a whole book to examine, but at least we can look back with some pride at the achievements of our commercial vehicle industry in the past. The next issue of our Road Haulage Archive series is called 'Selling Lorries' and is a look at some of those splendid adverts from the 1950s. We will be offering a preview in the next Vintage Roadscene but, as a taster, there's a typical ad of the period here.

Meanwhile, also in preparation is the first of another new series of these 'bookazines' on the way, to be called 'Passenger Transport Archive'. This will take a look at buses and coaches of the past, in much the same way as the Road Haulage Archive series, initially using pictures from the Chris Hodge 'Stilltime' archive. Having the back issues of Commercial Motor, as well as using its archive on the internet, I have been able to locate many of the original articles for which the pictures were taken – which has been something of an eye-opener – in some cases the issues being debated at the time were quite different from what might have been expected. The transport journalists of the day could be surprisingly controversial, for example, on the subject of nationalisation. We hope to be able to bring you more of the stories behind the pictures in future issues.

By the way, that reminds me, that Malcolm and I enjoyed our trip 'Up North' to the Trans-Pennine Run, especially as the rally did not suffer as a result of the heavy traffic and roadworks along the route. If reports I've heard from the Great Dorset Steam Rally are anything to go

**Right:** Tied in nicely with the Luton vans in this issue's 'Scenes Past', as well as the next issue of 'Road Haulage Archive', entitled 'Selling Lorries', here is an advert from the early 1950s, making use of a well-known customer's name, extolling the virtues of the Pantechnicon-bodied JNSN Lightweight, with a capacity of 1870 cu ft and five tons, for an unladen weight of only 3½ tons but, interestingly, leaving aside the advantage of the Perkins diesel engine.

**JNSN LIGHTWEIGHT DIESEL**

**LEBUS FURNITURE**

**Pantechnicons**

This Jensen Pantechnicon is designed to combine minimum unladen weight with maximum carrying capacity. Light alloy construction has kept the weight of chassis and bodywork so low that the full permitted length for 4-wheel vehicles (27 ft. 6 in.) has been taken up. The result is power harnessed to payload with greatest possible operational economy. Look at these figures.

<b>Large Capacity up to 1870 cu. ft.</b> Every available cubic inch of lower deck, main deck and Luton pressed into service	<b>Light Alloy Construction</b> for body work and chassis. Weight of chassis is 4 less than conventional design	<b>Unladen Weight only 70 cwt.</b> Nearly 60% of the total laden weight is actual payload	<b>Capable of carrying five tons</b> —which means exceptionally high load-to-power ratio
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**JNSN LIGHTWEIGHT DIESEL**

JENSEN MOTORS LTD. · WEST BROMWICH · ENGLAND  
Telephone: West Bromwich 1112 (2 lines) · Telegrams: "Expert, West Bromwich"

by, an excellent rally was spoilt for a lot of people by problems reaching the rally site. The problems sound similar to those experienced by participants and observers of the HCVS London to Brighton run. Traffic congestion appears to be inevitable these days. Trips when you don't get stuck on the motorway at some point or have trouble reaching your destination seem to be the exception.

Of course, getting a lot of visitors into a rally site, whether along roads already busy with other traffic, or side roads not used to a sudden influx, can be a problem for everybody. In some cases, it looks as if organisers are going to have to be more aware of the possibility of hold-ups, or we are going to find that a lot of people will stay away and the preservation movement as a whole could suffer as a result.

Access should not be a problem to Autumn Tractor World, on October 6-7th, at Newbury Showground, at Chieveley, near where the A34 and the M4 meet. As well as the tractors and other agricultural machinery, there is a growing commercial vehicle section, including vans and buses, with the 'drive-in' day on the Sunday. This promises to become the season-closer, matching the season-opener at Malvern in the spring. I hope to see you there...

## ON THE COVER...



In previous 'Scenes Past' looking at Luton vans, we showed a number of pictures taken on a visit around 1960 by Commercial Motor to a Derby-based operator, Frank Porter. There were vehicles carrying this name, as well as Rileys, Brooks, Keeling and Leisure, probably the domestic appliance manufacturer and a contract customer for this removals, storage and export packing and shipping company. All the lorries were on Austin FF, as here, or the later FH chassis, fitted with maximum dimension Luton bodies, with drop-well, tailboard ramps and roller shutters at the rear. Here is one of the company's vehicles carrying the Brooks name, fleet no 32, NCH 217 (Derby, 1958), which missed out previously, posed outside the Rolls-Royce works at Derby, under the watchful eye of the commissioner. There are more big vans in this issue. (CHC aas195)



# BUSES AROUND NEWCASTLE

## PART TWO

**Ron Henderson** continues his change of scene from fire engines, concluding his look at the buses that formed part of his youth.



United buses operated out of all of the four Newcastle bus stations. This 1951 Bristol KSW5G, PHN 817, fleet no BGL 6, with the obligatory 55 seat Eastern Coachworks lowbridge body, is laying over at the Haymarket bus station.

**N**ewcastle upon Tyne is the geographical and industrial centre of the North-east of England and therefore a focal point for public transport.

Historically, the city corporation operated its own comprehensive bus services, with a fleet of bright yellow buses, as we saw last time, but being the 'capital' of the north meant many other passenger transport undertakings operated services into Newcastle, some of them running services shared with the corporation buses.

As far as public transport was concerned, Newcastle would in modern terms be classed as a 'hub', as many of the services operated by surrounding bus companies terminated at Newcastle. There were four main bus stations, one of which was the Haymarket, an open station with rows of corrugated iron shelters, resembling a cattle market, which was situated at the extreme



**Above:** Bristol Lodekkas were the mainstay of United's double-decker bus fleet for many years. This 1956 ECW-bodied LD6B was pictured at Newcastle's Gallowgate bus station in March 1971, when in use as a 'learner' bus.



north end of the city centre.

The corporation shared some services from here with Tynemouth and District and Wakefield's, and also used it as the terminus for the Ponteland service. However, it was mainly the centre of operations for the red and cream United Automobile Services buses. From the Haymarket, this company's routes spread throughout the North-east, northwards as far as the Scottish border, as well as express services and long distance coach routes.

United was a big company, with local depots in the Gallowgate and Jesmond districts of Newcastle, one five miles north of Newcastle at Wideopen and another at Gateshead. The United fleet was made up of a large number of vehicles, 321 Bristol double-deckers, including many Lodekkas, plus single-deck buses and coaches, both half-cab and full-fronted, mainly Eastern Coachworks-bodied Bristols, making a total of 593.

Painted in a bright red livery with cream bands, they operated routes northwards throughout Northumberland, as far as the Scottish borders, with the company's coaches going as far as Glasgow and Edinburgh on a joint service with SMT.

At the extreme south of the city centre, a second bus station was Marlborough Crescent, where mainly single-deck buses conveyed passengers to areas south of the River Tyne in County Durham and southern Northumberland, as well as west to Carlisle and Cumberland.

This was the terminus for the attractive yellow and maroon one-man-operated



**Above:** Pictured at the Dunston terminus, here Gateshead fleet no 64, CCN 164, is one of 14 Leyland-bodied PD2/1 56 seat double-deckers delivered in 1951. All of the brown Gateshead buses were later repainted into the green and cream Tyneside colours.

buses of independent company, Venture Transport, all single-deckers, which operated from three depots in northern County Durham on routes throughout north-west Durham.

The 92 vehicle fleet was a mixed one of half-cab and full-fronted buses, with AEC, Albion, Atkinson, Bedford, Daimler and Leyland chassis, the majority with Willowbrook bodies, while others had Alexander, Metro-Cammell and Park Royal bodies, all with underfloor engines. Six Bedford coaches with Duple bodies were an exception.

United and Northern General buses also operated services from Marlborough

Crescent as well as some private coach companies, operating local and long distance services.

Worswick Street was the third bus station, in the southern part of the City Centre, next to the central fire station headquarters, a covered-in station, on a steep incline. Here United buses and those of the Northern General group of companies loaded and discharged, for routes to areas throughout the south of the Tyne in County Durham, as far south as Middlesbrough and Darlington.

Another local operator using this terminus was another Northern General company, the Sunderland and District Omnibus Company (SDO). Sunderland had its own corporation fleet, supplying services in the city, while SDO also had a terminus in Sunderland and operated services from the town to Newcastle and various Durham towns.

The company's depot was situated at Philadelphia, in the north of County Durham and the buses, both single and double-deckers, were finished in a dark blue and cream livery. The double-deckers were all Leylands, with a mixture of Alexander, Burlingham, Metro-Camell and Roe bodies. The 47 single-deck buses were also Leylands, with an assortment of bodies including Brush, Marshall, Saro, Weymann and Willowbrook, plus 11 coaches, of which seven were Leylands, two were Bedfords and two AECs, again with bodywork from various coachbuilders, including Burlingham, Duple, Plaxton and Park Royal. This eclectic fleet would later be standardised on Leyland Atlanteans and Leyland Leopard single deckers.

The fourth bus station in Newcastle was Gallowgate, in the west of the city centre. United was the main operator here, from



**Above:** Tynemouth & District Transport Company's buses shared the same North Shields depot with similar-liveried Wakefield Transport buses. Both companies operated joint services up the coast to Blyth and inland to Newcastle. This is one of ten of Tynemouth's Weymann-bodied Leyland PD3/4 buses, AFT 924, delivered in 1958.



where the company serviced its long distance routes with coaches, in company with some other private operators that also operated long distance routes. The United buses on these long distance runs featured and attractive green and cream livery.

The Northern Group had a major stronghold in the Newcastle district and elsewhere in the North-east of England, rather like United, with the variety of buses and individual liveries making for a very interesting and variable passenger transport network. Newcastle was therefore a good place for bus photographers, with all four bus stations within walking distance of each other and many good sites to capture the



**Above:** Tynemouth and District had a mixed fleet of both Leyland Atlantean and Daimler Fleetline buses. Here is one of 15 Weymann bodied Daimler Fleetlines, JFT 278, fleet no 278, delivered to the company between 1963 and 1964. The opening of the Tyne Tunnel in October 1967 facilitated a through route from Tynemouth to Sunderland.

**Left:** Venture buses operated services from Newcastle's Marlborough Crescent bus station to towns and villages in north-west County Durham. The company's vehicles always looked smart in their yellow and maroon livery, not dissimilar to Newcastle Corporations livery. This preserved example, 6249 UP, fleet no 249, is one of 15 Leyland Leopards with Alexander bodies delivered between 1962 and 1963. (J C Clish)



**Above:** Sunderland and District Omnibus Company's buses, with their characteristic blue and white livery, were quite conspicuous when running services from Newcastle. This one pictured in Sunderland, YPT 294, fleet no 294, is one of 13 Leyland Titan PD3/4s with 73 seat Burlingham bodies built in 1958.



buses on film.

Across the River Tyne was the County Borough of Gateshead and the town's bus depot on Sunderland Road, where the Gateshead buses were based, but they were not corporation buses. Although bearing the legend 'GATESHEAD' on the side, the fleet was a constituent of Northern General Transport. Painted dark brown with cream bands, the mixture of Leylands and Guys operated some of the routes with the Newcastle Corporation buses, travelling as far as the northern-most extremes of Newcastle.

They were the first company to operate the new rear-engined Leyland Atlantean on the shared Newcastle services, and many was the time inquisitive youngsters would patiently wait at a bus stop, ignoring the yellow buses, until one of the new brown Gateshead Atlanteans appeared. The Gateshead buses also had luxury seats with moquette-covered seats, compared with Newcastle's red pseudo-leather covers.

The Gateshead fleet consisted of 70 buses, all double-deckers, on Leyland and Weymann-bodied Leyland PD2, plus a few Brush and Weymann-bodied Guy Arabs. From 1959, Leyland Atlanteans were delivered and, by 1962, there were 26 operating on Gateshead's routes. None of the routes called at the Newcastle bus stations, but instead went from terminus to terminus, usually located in a housing estate.

On the coast, there were two bus companies operating services from Tynemouth to termini at Newcastle, on routes shared with Newcastle Corporation buses. These were Tynemouth & District Transport Company and Wakefield Motors, both part of the Northern General Group. Both these companies' buses were dark red, with contrasting cream bands, although



**Above:** United's long distance coaches were distinguished by their attractive green and cream livery, as seen on this beautifully preserved Bristol LS6B/Eastern Coachworks example, 304 GHN, one of five delivered to United in 1958. (J Clish)

Wakefield's operated some coaches with a reversed colour scheme.

They shared the same depot at Norham Road, Percy Main. The Tynemouth fleet was made up of 69 Guy and Leyland double-deckers, bodied by several companies, including Park Royal, Pickering, Roe and Weymann. There were 19 Roe and Weymann-bodied Atlanteans in the fleet. The two coaches were Willowbrook-bodied Leyland Leopard 49 seaters.

Wakefield's was one of the smaller companies, with two Weymann-bodied Leyland PD3s and three Leyland Atlantean double-deckers, one with Weymann body

and the others from Charles Roe. Twelve single-deck coaches on AEC Reliance chassis, with Beadle, Burlingham and Weymann bodies, made up the rest of the fleet. These buses operated coastal routes and also followed the River Tyne, terminating at the Haymarket bus station.

Wallsend-based Tyneside Omnibus Company operated routes throughout Tyneside, principally along the north bank of the River Tyne, terminating at a bus stop at Croft Street in Newcastle city centre. Another constituent of Northern General Transport, the 17 buses, all Leyland double-deckers until 1969, including Leyland Atlanteans from 1964, were painted dark green with cream bands, which livery later replaced the dark brown of the Gateshead buses, resulting in the liveries of both the Tyneside and Gateshead fleets being exactly the same.

Big changes occurred in 1969, when the Northern Group of Companies was incorporated into the National Bus Company (NBC) conglomeration, whereupon the individual liveries eventually disappeared, replaced by an orangey-red or yellow livery for buses, and white for the coaches. The following year, the Newcastle Corporation fleet and those of South Shields became part of Tyneside's Passenger Transport Executive, with the pale blue and cream livery of the South Shields buses being replaced by the yellow Newcastle Corporation livery with PTE logo. Individuality was replaced by uniformity and standardisation, but that is a story for the future.



**Above:** Northern General Transport Company was the first provincial operator to commission a series of AEC-Park Royal Routemasters, similar to the classic London Transport, but with forward entrances. They were regularly seen operating services from Newcastle's Worswick Street bus station to various towns in County Durham, like RCN 685, fleet no 2085.



# KING COAL

*Brian Stephenson has sent us a number of pictures of 1950s and '60s coal lorries.*

**T**hese photographs are believed to have been taken around 1962 by T G (Gordon) Hepburn, who worked for Charringtons in Nottingham. He kept no notes about the pictures, but he might have taken them in a semi-official role. We are not sure which colliery the shots were taken at, but one of the pictures suggest it might well have been Gedling or Mapperley.

The pictures show a number of coal delivery vehicles in the Charringtons fleet, as well as this company's and others' tippers at work. They serve to show how times have changed; the idea of men unloading railway wagons by hand and filling one hundredweight open-topped sacks, to delivery on their backs from a platform lorry would hardly be acceptable today – always supposing there was a colliery to deliver from...



**Above:** Coal being bagged and loaded onto Charringtons delivery vehicles at a Nottinghamshire colliery in the early 1960s. Ford Thames ET6, MLF 182 (London, 1951), is in the foreground, with Bedford OL, JXP 301 (London, 1949) and others of the same type behind. An assortment of older cars, including a Morris 8 Series II, can be seen parked on the left.

**Left:** An engineer is seen servicing the tipping gear on a Charringtons Leyland Octopus tipper.





**Above:** Three Charringtons eight-wheeled tippers lined up ready to load at a Nottinghamshire colliery. Nearest the camera is LAD-cabbed Leyland Octopus, 678 EUL, then Thorneycroft Trusty, 762 AUU, and another Leyland Octopus, 558 EXW, all registered in London around the end of 1962, which suggests the date when these pictures were taken. To the right is a Bedford CA van, 281 AVO and on the left is Series II Land Rover, 194 FVO, registered in Nottinghamshire in 1958 and 1960. (All pictures, T G Hepburn/Rail Archive Stephenson)



**Right:** Charringtons delivery lorries line up at the weighbridge, before being loaded at the pit in Nottinghamshire. On the weighbridge is Bedford TA, OLL 392 (London, 1953), with similar PGW 817, a year or two newer, and Bedford OLs, LLX 823 and JXF 301 behind. Photo: T.G. Hepburn/Rail Archive Stephenson



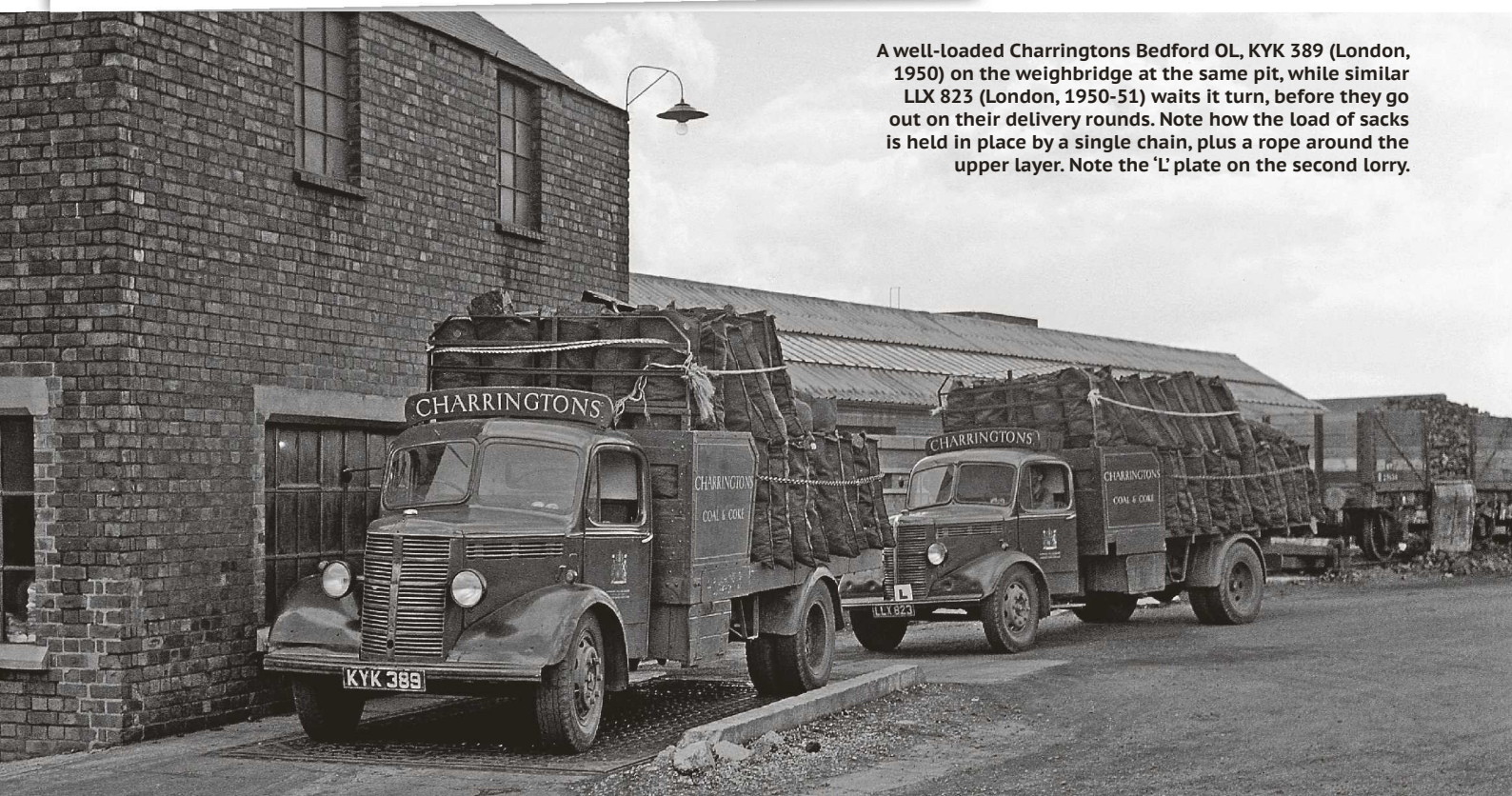




**Above:** A different view of the Charringtons coal lorries, including Bedford OLs, an earlier Dodge and a Thames ET6, being loaded from the railway wagons at the Nottinghamshire pit. Note the pile of empty sacks on the rear of the load bed ready to be filled. Men are standing on the left, two of whom are still wearing pit helmets, rather than the usual cloth cap.



**Left:** With the colliery pithead and winding gear in the background, along with an assortment of railway wagons, Charringtons Bedford TA, OLL 392, and another lorry, LUV 663, are seen being loaded near the pithead, while the 'gaffers' look on.



A well-loaded Charringtons Bedford OL, KYK 389 (London, 1950) on the weighbridge at the same pit, while similar LLX 823 (London, 1950-51) waits its turn, before they go out on their delivery rounds. Note how the load of sacks is held in place by a single chain, plus a rope around the upper layer. Note the 'L' plate on the second lorry.





**Above:** Austin K4 Loadstar, LUC 951 (London, 1952) and Bedford TA, OLL 392, lead a flotilla of around a dozen Charringtons Bedford and Thames coal lorries, about to leave the Nottinghamshire pit to make their deliveries. The Austin and one or two others sport different 'Charrington Warren' headboards. There is also another operator's Commer QX, OVO 125 (Nottinghamshire, 1953) on the right, while a less than immaculate Morris-Commercial FV tipper, SRA 478 (Derbyshire, 1952) looks as if it is heading for the weighbridge, where one of the Thames is standing.



**Left and below:** Drivers ready to go out on their delivery rounds pose with loaded Charrington Bedford coal delivery lorries.





**Right:** Three loaded Charrington Bedford OL coal lorries waiting to go out on their delivery rounds at the same pit, with TMK 627 (Middlesex, 1949) leading. The high headboard and single restraint chain can clearly be seen.

**Below:** Charringtons Bedford TA, PGK 421, and an older OL pause at a filling station, near the junction of the A60 to Mansfield and A614 to Ollerton, at Mansfield Road, Arnold, Nottingham. Note the additional RAC direction sign to Gedling and Mapperley coal pits, suggesting this is where most of these pictures were taken.



**Below:** A BMC FFK with a Primrose or similar six-wheeled conversion, with a tipper body, 3220 RE (Staffordshire, 1959), in the fleet of Gedling Haulage, Nottingham. Note the Ford Prefect saloon, KTB 726 (Lancashire, 1948), with the damaged rear end parked on the left.







**1:** Gardner 150-powered Atkinson Black Knight eight-wheeled bulk tipper, 62 KTV (Nottingham, 1961), of J S Walker (Hauliers) Ltd, of Nottingham, photographed in Glaisdale Drive East, Nottingham. Is that the boss and his lady wife looking on while the transport manager talks to the driver? This company is believed to have subsequently been taken over by Charringtons.

**2:** A closer view of the cab of the same Atkinson eight-wheeler.

**3:** An Albion Reiver six-wheeler, 83 PAU (Nottingham, 1962), fitted with a conveyor-hopper body for bulk or bagged deliveries, in the fleet of J S Walker.

**4:** Another of J S Walker's vehicles, an Albion six-wheeled tipper, 307 GTO (Nottingham, 1959), photographed at the company's depot.

**5:** Seen in the workshops at the J S Walker depot are LAD-cabbed Dodge 300 Series four-wheeled bulk tipper, 405 BTO (Nottingham, 1958), and a six-wheeled Atkinson tipper, with the older 'bow-fronted' cab.





**Above:** The Glaisdale Drive East depot of J S Walker (Hauliers) Ltd, Nottingham.

**Left:** Ford Anglia 307E 5 cwt service van, 814 STV (Nottingham, 1963), at the Glaisdale Drive East depot of JS Walker (Hauliers) Nottingham, looking brand new in the early 1960s. Note the 'pre-fabs' in the background.



**Below:** A Leyland Comet artie tanker, PGK 193 (London, 1954), of Mobil oil delivers fuel to the J S Walker depot.





**Above:** Now we have some scenes at a demonstration at an open-cast site in the East Midlands in the late 1950s. A coachload of 'suits' have arrived in a Duple Super Vega-bodied Bedford coach, to observe the problems of tipping coal into a ground level hopper, from the likes of the Bedford OY behind them. Note the driver sitting on the bonnet – he doesn't look impressed...



**1:** The Bedford OY tipper is depositing a load of newly-excavated coal the hopper, to be transferred by the conveyor belt to the loading hopper seen in the background. The large lumps of coal are being broken up by pick-axe, but are obviously causing problems with the tipping, by sticking in the body.

**2:** Under the watchful eyes of the observers, men climb onto the load they are trying to shift, to try and break up more lumps. The Thornycroft Nubian, just seen beyond the coach in the previous picture, looks as if it has been brought up to stop the Bedford tipping over sideways. Health and safety was obviously not an issue here...

**3:** Now a Bedford OL is backed up to the hopper and the load is tipped more successfully, apart from needing breaking up to pass through the grille. A short wheelbase tipper with greedy boards and an ex-WD Canadian Dodge, BRC 547 (Derby, 1949), wait their turn.





# Seen On Site

*Leo Pratt has sent us another interesting selection of the pictures he took on various construction sites at which he was working over the years.*



**Above:** One of the first tasks on most construction sites is 'site clearance', which sometimes involves the felling of selected trees. Here on this site, felled trees are being loaded onto an artic trailer by this ex-WD Ford Thames 4x4, with the Commer-style BLSP cab, suitably converted for the job, with a winch and lifting jib, plus twinned rear wheels, fitted with a Perkins diesel engine and registered AWU 694B (West Riding, 1964).

**W**orking out on construction sites and taking photographs of interesting vehicle was not always an easy task.

Sometimes a busy workload would mean that opportunities were missed, while site conditions or poor weather could also dictate otherwise. However, here is another selection of pictures which the writer did manage to take.

Included are all sorts, from the once popular small Bedford petrol-engined site tipper to the large heavy haulage Scammells of Wynns at the other end of the scale.

The Wynns photograph was taken some 50 years ago, as a large transformer was delivered to the then almost new and almost completed Ferrybridge 'C' coal-fired power station. This was for many years a major landmark, adjacent to the A1, then A1M road in Yorkshire. It is now closed and the site due to be cleared.



**Above:** 'Just landed' – another giant transformer for the then new Ferrybridge 'C' power station, delivered by a pair of almost new Scammell Contractors, pulling and pushing a girder trailer on multi-wheeled bogies, with JDW 147F at the front. They are seen outside the site in October 1967, with an AEC tipper and a single-deck bus squeezing past.





**Above:** This short wheelbase petrol-powered Bedford TJ tipper was another in the fleet of Otty Bros of Leeds, whose vehicles we've seen before. Here, 213 JUB (Leeds, 1964) is seen on the company's site near Adel, Leeds, in 1973. Behind can be seen the company's 1965 International LTD 20 dozer.



**Above:** Yet another Otty Bros petrol Bedford, a short wheelbase TA from the mid-1950s, but registered KNW 823E in Leeds in 1967. This was the firm's mobile site welding vehicle, fitted with a large welding plant, it also carried cutting gear and so on, and would be called to site 'as and when required'.



**Above:** Not a construction site this time, but an opencast coal site, with an elderly Leyland Octopus tipper, seen nearing the end of its days, but still earning a crust on 'off-road' duties, shifting coal about at a local opencast coal-handling plant in February 1971, alongside some newer Ford D Series.



**Above:** Running in the livery of Darrington Quarries of Knottingly, this Foden S40-cabbed eight-wheeler is seen tipping its load of 'crusher run' – roadstone – at a new housing site in Featherstone.



**Above:** Looking resplendent in the then current Tilcon livery, this handsome Foden Haulmaster six-wheeled truck mixer was pictured discharging its load of concrete at a new waste water treatment plant at Wetherby during August 1981.





Above: Seen on a pipeline contract near Rotherham, this MAN 32-240 normal control six-wheeled dump truck, AI39 KKY (Leeds, 1983-4), was on hire from Hague Plant of Sheffield in June 1989.



Above: Another bygone livery, Redland Readymix, is carried by this Foden 3250 six-wheeled mixer, H959 RAK (Sheffield, 1989-90) seen pouring concrete into some bored foundation piles, at a new clean water treatment plant in 1996.





**Above:** Another elderly tipper still earning its keep was this Ergomatic-cabbed Leyland six-wheeler, LHG 164X (Preston, 1981-82), which was the last of its type seen on site when photographed by the writer in April 1997.

**Right:** The end of another contract sees the site hutting dismantled and loaded up, ready for the off. Leonard Green & Co of Rotherham was doing the honours, with its Guy Big J4T, NCR 341M (Southampton, 1973), and tandem-axle platform trailer, in August 1982.



**Left:** Another Foden 3250 six-wheeled truck mixer, and another later Tilcon livery, seen here on a dam site up in the Pennines, where we were constructing a second spillway to the dam. Although capable of carrying six cubic metres of concrete, only five could be carried up to this site, owing to the very steep gradients at this remote location.



# Suddenly it's the 1970s and you need a maximum weight tractor

**PART  
TEN**

*Phil Reed concludes his series about the artic tractor units available during the 1970s.*



**Above:** A Magirus-Deutz tractor unit of a Calais-based company involved in Cross-Channel operations in the early 1970s. **Right:** Cover of a 1968 brochure for right hand drive Magirus-Deutz vehicles.

**T**his long-running mini-series (surely a contradiction in terms there?) ends with coverage of IVECO and its constituent parts Fiat and Magirus-Deutz.

With these marques, we have covered 30 different tractor unit manufacturers that competed in the UK market during the 1970s.

In my 53 year career working in and around commercial vehicles, I think this total is very unlikely to be matched in the future – unless there is a huge influx of Chinese, Korean and Indian manufacturers bound for these shores anytime soon.

IVECO – a vast conglomerate – was initially formed in the second half of the 1970s. In addition to Fiat and Magirus-Deutz, which did sell tractor units in the UK, some of the many other marques that made up IVECO did not, including OM, Lancia Special Vehicles and Unic. In addition, as we mentioned earlier in this series, Ford's European commercial vehicle arm became part of IVECO during the mid-1980s.

I think that Magirus-Deutz was the first to set up in the UK. Its beginnings on this side of the Channel were, at a distance of well over 50 years, complex



**MAGIRUS 150 D 14 FS**  
R/H Steering







**Above:** With a tipper trailer, doing the sort of work which required a rugged vehicle, here is a Magirus-Deutz 232, registered in Birmingham in 1976.

**Right:** A sleeper cab-equipped Magirus-Deutz artic unit in operation with a Dutch haulier during the 1970s.

and slightly shrouded in mystery to your scribe. As I understand it, in the around 1964 Magirus-Deutz appointed a UK concessionaire to handle the sales of its lorries in the UK. For reasons unknown to me, this was not particularly successful.

Magirus-Deutz then set up a joint venture with Seddon here in the UK. The purpose of Seddon-Deutz Ltd was to sell Magirus trucks through Seddon dealers and sell Seddon trucks through Magirus dealers in selected overseas countries. I could be quite wrong, but as far as I know the main outcome of the joint venture was the production of a few air-cooled Deutz engine-powered Seddon four-wheelers.

When the joint venture ended Magirus-Deutz (or Magirus for short) had to cast about to see whether it had a future in the UK on its own as Magirus-Deutz (Great Britain) Ltd. Thus, towards the end of the 1960s, Magirus launched itself into the UK construction sector, with a range of bonneted 6x4 and 6x6 dumper trucks.

Then, at the 1972 Earls Court Motor Show, Magirus showed an 8 x 4 chassis, which was both UK-designed and built at its Winsford plant. This proved to be a big hit with UK tipper operators and led to the UK launch of a full range of trucks,



including 4x2 and 6x4 tractor units.

The initial Magirus UK tractor offering was the 28-32, which was soon joined and then superseded by the more powerful air-cooled V8-powered 232D 16FFS and 310D 19FFS. Both were available with day or sleeper versions of the Magirus modular cab – which combined good looks with good front end ground clearance – a product of the Magirus construction transport knowledge. These Magirus tractors provided, at 32 tons gcw, an excellent range of operational virtues, including high payload capacity and high

performance.

In my Motor Transport days, I remember interviewing the transport manager of a very high profile own account operator, which had switched from Scammell and Foden tractors to Magirus. His response to my enquiry as to why they had undertaken this move was something along the lines of, "You hardly have to lay a spanner on them, they are reliable and the drivers like them."

Fiat entered the UK truck market in 1972 with a tractor unit range that was extremely rugged. Both the 200 hp, 32 ton





**Above:** Dating from the late 1970s, this Magirus-Deutz tractor unit was signwritten by Mervin Dove, whose story we told a couple of issues ago.

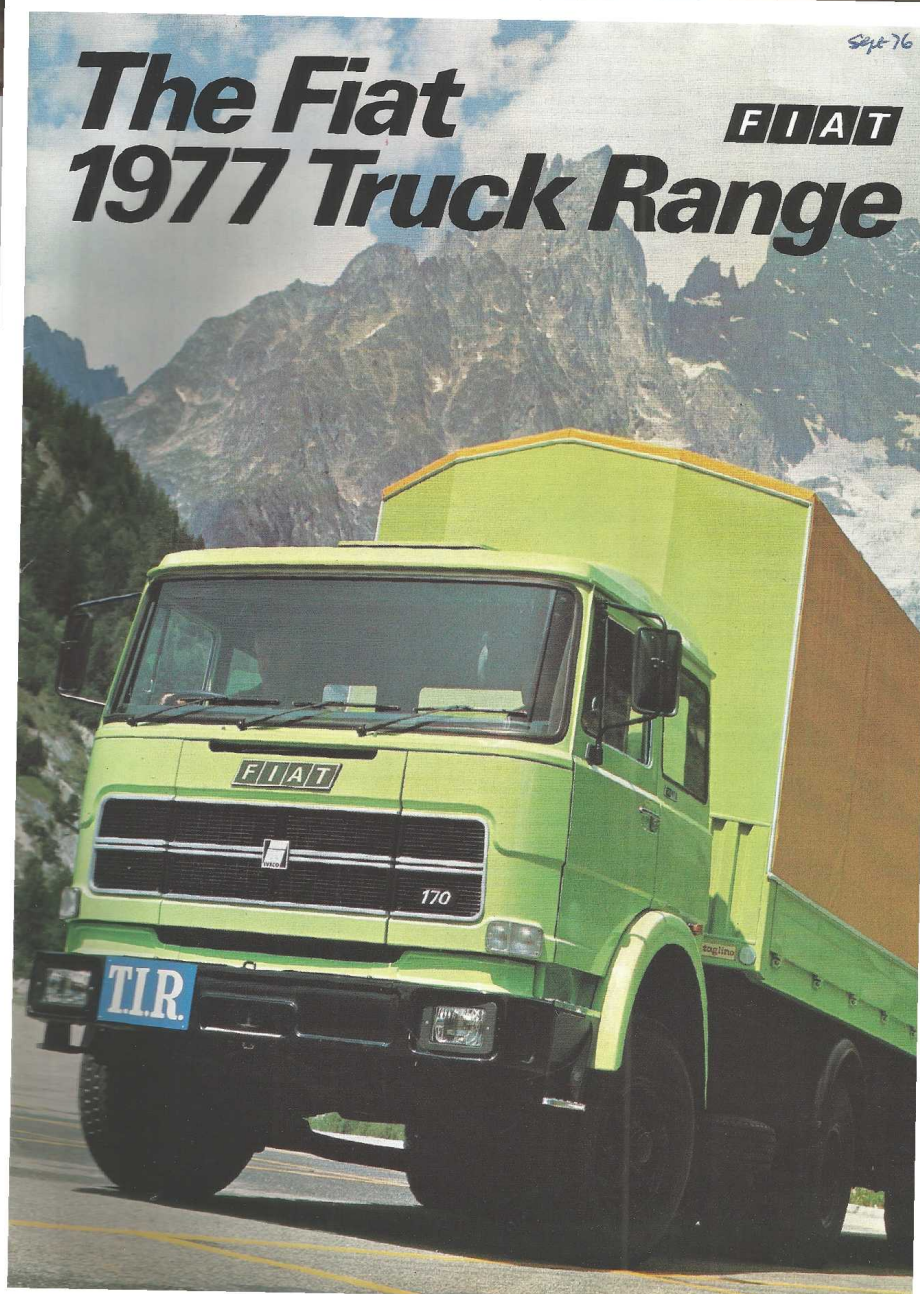
**Right:** The cover of the 1977 Fiat brochure, featuring a right hand drive 170-badged tractor unit with a TIR plate. Operators like Bob Carter's 'You Call - We Haul', featured in a recent book, successfully used these vehicles on trips to the Continent and Middle East at the end of the 1970s.

gcw 684 and 260 hp, 38 ton gcw 619 had non-tilting cabs, which proved to be rather rust-prone in UK conditions.

However, these Fiat tractors proved to be reasonably popular in the UK, with both large and small truck operators alike. Their principal customer virtues, seemed to be, looking back nearly half a century, reliability and the ability to withstand hard usage. Flash they were not, dependable they were.

But 1975 brought major changes to both Fiat and Magirus-Deutz, with the announcement of the formation of IVECO. Almost, it seemed at a stroke, the product ranges of all the disparate vehicle manufacturers that made up IVECO were then subjected to an on-going rationalisation process.

This saw models being dropped, with the best products of each of the individual manufacturers being retained. The result was – eventually – a modern and more logical IVECO truck range being developed, from the smallest to the very largest and most specialised. Given the vast size of the new IVECO conglomerate, which was spread throughout Italy,

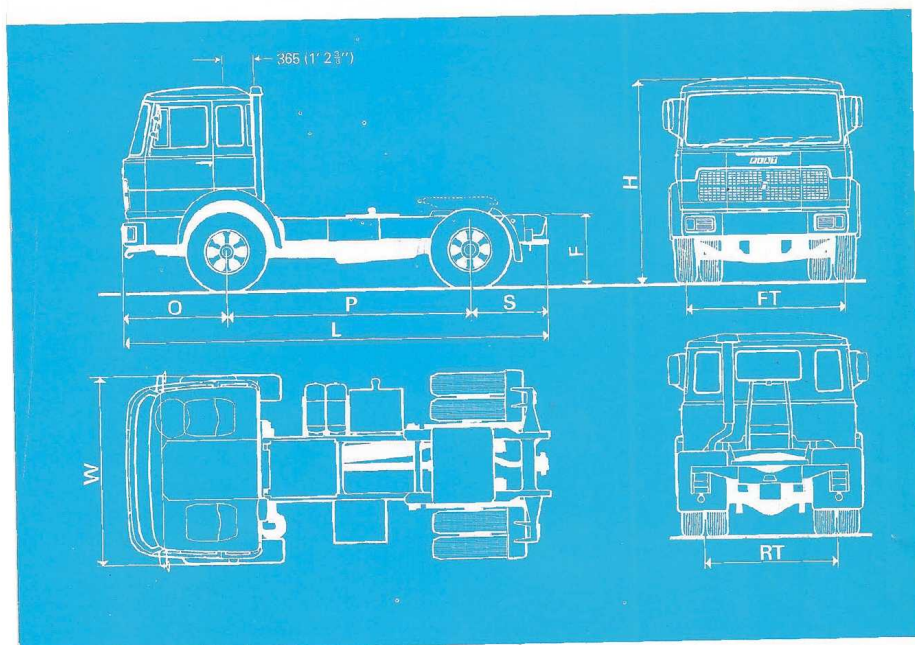




# Fiat 684T

FIAT TRUCKS

Oct 78



## DIMENSIONS mm (ft in)

Wheelbase (P)	3,185 (10' 5 3/4")	Front overhang (O)	1,350 (4' 5 1/4")
Front track (FT)	2,068 (6' 9 3/4")	Rear overhang (S)	1,000 (3' 3 1/4")
Rear track (RT)	1,736 (5' 8 3/4")	Frame height unladen (F)	1,039 (3' 4 3/4")
Minimum ground clearance (laden)	265 (0' 10 3/4")	Location of fifth wheel ahead of rear axle	715 (2' 4 1/4")
Overall chassis/cab length (L)	5,535 (18' 2")	Overall height unladen (H)	2,784 (9' 0 3/4")
Overall vehicle width (W)	2,438 (8' 0")	Minimum turning circle dia.	12,200 (40' 0")
Rear of cab to end of frame	3,820 (12' 6 1/2")		

## WEIGHTS kg (Ton)

*Kerb weight	5,550 (5.462)	Maximum front axle loading	5,900 (5.807)
Gross vehicle weight	15,250 (15)	Maximum rear axle loading	10,000 (9.842)
Maximum gross train weight	32,520 (32)		

## PERFORMANCE

Ratio	6.66 to 1
Maximum effective speed kph (mph)	97 (60)
Maximum gradient climbable (1 in)	6.25

\*Kerb weight\*\* is weight of chassis and cab with full complement of fuel, oil, water and tools.

**Left:** The specifications of the Fiat 684 tractor unit impressed a large number of operators in 1978, who were looking at imported vehicles, as an alternative to domestically-produced lorries.

Germany and France, the rationalisation process was carried out extremely quickly.

Just as early products of the newly-formed Renault truck group were still badged with the Saviem or Berliet name, so it was with the early IVECO products, which also carried Fiat or Magirus badging.

As far as tractor units were concerned, the first signs of the IVECO rationalisation process were seen in the UK with the introduction of the naturally-aspirated V8, 17 litre, 352 hp 170 and 190 models, which were fitted with a tilt cab.

Meanwhile, what of Magirus in the UK from 1975? Well, its range was also rationalised – but it kept the iconic air-cooled engines for the time being. However, as far as road vehicles were concerned, it was soon all over for Magirus in the UK, by the end of the 1970s.

So there you have it – the UK tractor unit scene in the 1970s in 10 instalments. We have covered 30 manufacturers: AEC, Atkinson, Barreiros, Bedford, Berliet, DAF, Dennison, Dodge, ERF, FIAT, Foden, Ford, Hino, Guy, IVECO, Kenworth, Leyland, Mack, Magirus-Deutz, MAN, Mercedes-Benz, Renault, ROMAN, Saviem, Scammell,

**Below:** This press release picture from trailer rental company TiP (Transport International Pool – if memory serves correctly) poses a new and un-registered Fiat 619 T1 tractor with the step-frame TIR tilt trailer, rather than the Scammell Crusader just seen on the left.





**Right:** This picture from a 1978 brochure shows a Fiat 170 F 26 – with an Iveco badge on the grille as well – ULU 434T, possibly a demonstrator or 'seed' vehicle, with a trailer from the Diversey fleet, a major own-account operator.

Scania, Seddon, Seddon-Atkinson, Volvo and White.

If you think that any manufacturers have been left out – though (famous last words) I'm confident that all have been covered – please let Editor Mike know and he is sure to ask me to investigate.

Iveco for heavyweight  
transport vehicles of the 170 Range

**IVECO**

## 170F26T Tractor Units



**FIAT  
TRUCKS**

**Above:** Cover of the Iveco 170 F 26 brochure, still featuring the Fiat name in 1978.

**Right:** Another UK-registered Fiat, a higher-powered 170 F 35, VOP 657T, a 1978 Birmingham registration, with a tilt trailer of Chris Hudson International, also appeared in the Iveco brochure, along with an Italian-registered example, suggesting the sort of operations to which these vehicles were suited.



## The International Heavyweight

Built-in safeguards and ease of maintenance make the 170F35T a tough competitor in the heavyweight international division.

With its capacity for hard work and manoeuvrability in tight corners, time and

fatigue are kept to a minimum. Reliability and toughness assures very little down time.

Powered by the Fiat V8 engine that boasts (justifiably we might add) "performance to spare" thus ensuring a long working life.





# EX-WORLD WAR II MILITARY VEHICLES ON THE FAIRGROUND

## PART 8

# DIAMOND T

*Dick Furniss looks at another American-built military type which could be seen on UK fairgrounds.*



**Above:** Photographed at Kettering in 1964 is one of the four Diamond Ts purchased after the war by John Thurston, to replace the steam traction engines used to transport his rides. Christened City of Norwich and registered CCL 204 (Norwich, 1946), this tractor usually travelled with the Dodgems. (David Springthorpe)

**Right:** Also seen at Kettering, in 1968, coupled to the Skid loads is the second of Thurston's Diamond Ts, CCL 205 (Norwich, 1946), named Alexandra. This name was also used at various times on two of the other Thurston tractors. Notice the 'Joy' Amusements Logo which was used on all of Thurston's Diamond Ts. (David Springthorpe)



**T**he third most common American-built World War II vehicle to appear on British fairgrounds after the end of hostilities was the Diamond T in its various forms. Although not as common on the tobers as the FWD Su-Coe and Mack, featured in the previous two articles, some

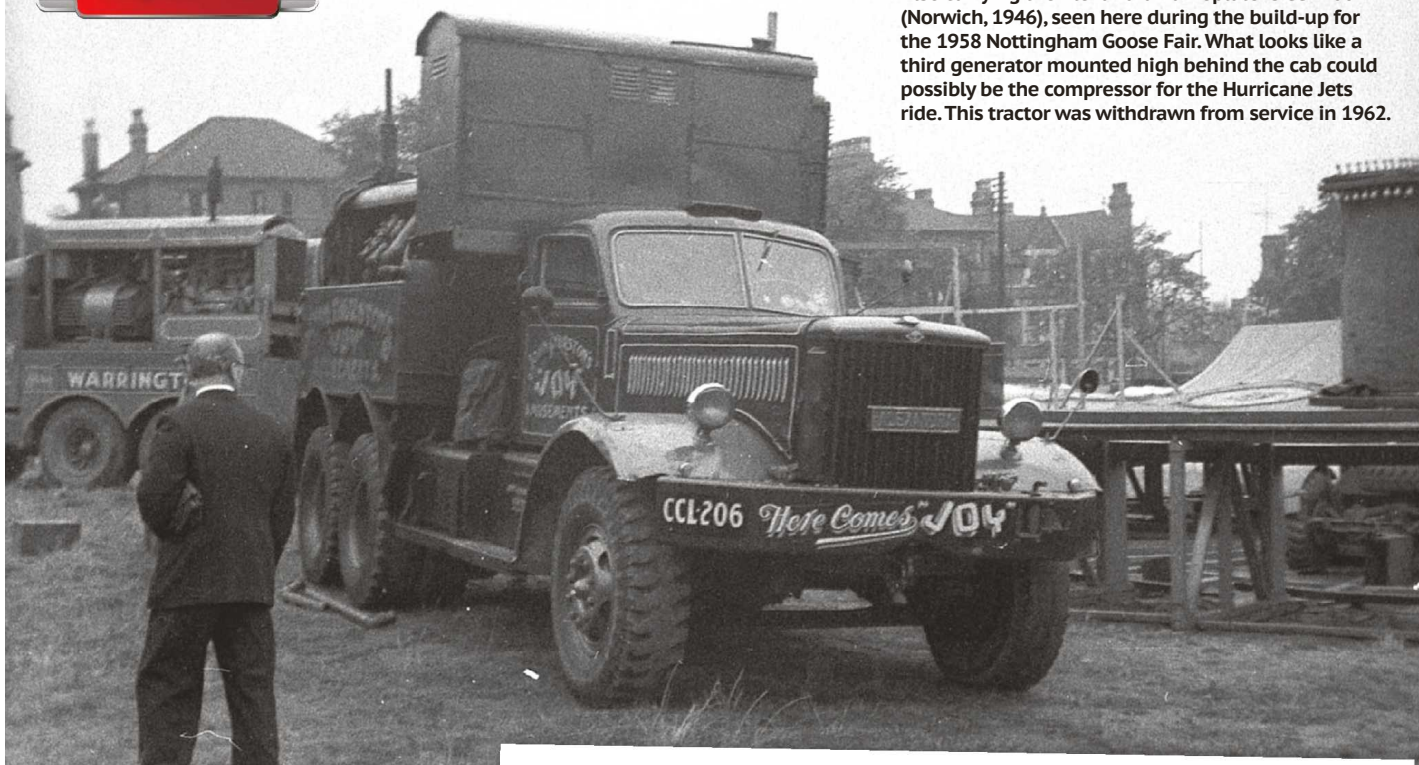
25 or so ended up in the hands of travelling showmen.

The Diamond T Motor Car Company was founded in Chicago in 1905 by CA Tilt and manufactured touring cars from its beginnings until 1911. During that year a customer ordered a truck, this request convincing Tilt that building trucks was the

way forward. Consequently, the company abandoned car-making and concentrated on manufacturing trucks.

Its products soon gained a reputation for toughness and quality, and the company built around a quarter of a million trucks, before being bought out by the White Motor Company in 1958, although it





Also carrying the Alexandra nameplate is CCL 206 (Norwich, 1946), seen here during the build-up for the 1958 Nottingham Goose Fair. What looks like a third generator mounted high behind the cab could possibly be the compressor for the Hurricane Jets ride. This tractor was withdrawn from service in 1962.

retained its independence until 1967, before merging with the Reo company to become Diamond Reo. This company ceased trading in 1975. Incidentally the logo fitted to the radiator of the trucks featured a diamond shape, signifying quality, enclosing the letter T, the initial letter of the company founder's surname.

With the company's trucks being held in such high regard, it was a natural choice to build vehicles for the war effort, with around 25,000 military specification trucks of all types being produced during the conflict. Approximately half of this number consisted of M2 and M3 series half-tracks and 6x6 cargo trucks, designated Model 967



**Above:** What is possibly the fourth of Thurston's Diamond Ts, named Victory, CCL 207 (Norwich, 1946) seen here at what is possibly Oxford St Giles fair. Notice the searchlight and single generator in the well-lettered body. This tractor was later used by John Thurston's son-in-law John Whyatt with his Autodrome.



**Above:** Seen here coupled to the Dodgem box-truck at the Cambridge Midsummer fair in June 1969 is Bert Stocks' attractively-lettered box-bodied tractor, PV 8572. This could possibly be a 967, 968 or 969 model, and has probably been retro-fitted with a diesel engine, judging by the extended bonnet. (David Springthorpe)

and 968, dump and special-purpose trucks of 4 ton capacity, with the remainder being made up of some 6,400 6x6 4 ton wreckers, designated Model 969, and 5,871 6x4 M20 12 ton prime movers, commonly known as Model 980/981.

I believe I am correct in saying it is most likely all of the Diamond Ts which entered fairground service after the war were either 967, 968 or 969 6x6 general cargo or wrecker 4-ton models and 980 and 981 6x4 12-ton ex-tank transporters, therefore I will concentrate on these types.

There was a small number of the



**Right:** Seen here alongside the firm's chain-drive Scammell tractor and carrying the Maude nameplate from their Foster traction engine is Rose Bros' Diamond T 981, LPF 477 (Surrey, 1947), at Hampton Court in 1952. In later years the T was fitted with a stylish chariot body. (Rod Spooner)

**Below:** Albert Griggs, better known as "Butcher" used this ex-wrecker Diamond T, HHO 168 (Southampton 1963) to tow the loads of his Lang Wheels Noah's Ark ride. After replacing the original petrol engine with a Hercules diesel he used the truck for 14 years. (Brian McGinley collection)



4-tonners supplied to the US Army before the war by a number of manufacturers, but with the advent of hostilities the bulk of the contract for large scale production went to the Diamond T company. These trucks were fitted with a Hercules six cylinder 8.6 litre 112 bhp petrol engine, five-speed gearbox and two-speed transfer box, giving ten forward speeds in total. Top speed was governed to 40 mph, and average petrol consumption was just 3 mpg. Many were fitted with a winch behind the front bumper. A large number were then supplied to the British forces via the lend/lease scheme.

At the end of hostilities, in common with other American-built trucks, as none were returned to the USA, consequently they were sold off at the various MOD sales throughout the country. I have records of around a dozen of these 4-tonners passing into fairground hands, most of which were obviously Model 969 wreckers, easily distinguishable by the tapered sloping front of their low steel bodies. The reason for the taper was to allow the twin cable-operated booms to swing to either side of the vehicle.

Whereas most showmen removed these booms, replacing them with either one or two generators, Hampshire showman John Wall kept them in place, with them

no doubt proving useful in craning heavy ride components into place. A few of the others, without the distinguishing original steel bodies could possibly be either 967 or 968 ex-cargo carriers. I would imagine that most showmen replaced the thirsty petrol engines with more economical diesel power units, and these can often be

recognised by their extended bonnets.

The other Diamond T model to enter fairground use was the 980/981 tank transporter tractor. In 1940 the British Military Authorities realised the need for a tank transporter capable of carrying the new Churchill tanks then being built. After discussions with the US Quartermaster Corps, the Diamond T company was approached to build a 6x4 tractor capable of hauling a load of up to 45 tons. Consequently, the Diamond T 980 tractor began production in 1941 for the British forces.

The Model 981 was introduced soon afterwards, this version had a 500 ft winch cable in place of the 300ft cable of the 980, with a roller built into the front bumper to allow the cable to be paid out to the front as well as the rear. These tractors were powered by a Hercules 14.6 litre six cylinder diesel engine of 178 bhp, with a four-speed



**Above:** South Wales-based amusement caterers, Alf Deakin and Sons used this Diamond T 981, EU 8307 (Brecon, 1946), along with a number of other ex-military and other tractors to haul their collection of rides. It is pictured here in Sophia Gardens, Cardiff.





One of very few Diamond Ts to operate in the West Country was this 980 model, JRL 967 (Cornwall, 1947), belonging to Joe Rowland and Sons. Notice the winch situated behind the cab.

Fuller gearbox with three-speed transfer box, giving a total of 12 forward speeds. Top speed was 22 mph and average fuel consumption just 2 mpg. I believe some later examples were fitted with Rolls-Royce diesel engines.

The earlier-built tractors were supplied with a fully-enclosed rather narrow cab, and it is this type that was fitted to most of the Ts eventually used by showmen. During 1943, this cab was replaced by a three seat open-top cab, which could also be fitted with a canvas roof and side screens, but I



**Above:** Joseph Manning and Sons operated this ex-wrecker Diamond T 969 alongside the Waltzer. Registered LNK 839 (Hertford, 1949), I believe the lorry passed to Albert Walker and Sons, together with the Waltzer in 1969.



**Above:** The Shufflebottom family was well-known throughout the country for their fairground shows. Amongst their transport was this 6x6 Diamond T, JXR 597 (London, 1948), seen here on the Wanstead Flats fairground in East London in 1965.

only know of one of this type being used in showland. As the majority of 980/981s were originally used as draw-bar tractors, they were fitted with a steel body over the rear bogie, which could be filled with ballast to aid adhesion.

Many of these larger Diamond Ts were eagerly snapped up by heavy haulage companies and the like after the war, with Wynns and Pickfords operating considerable numbers. Likewise, a small number of travelling showmen purchased around a dozen examples all told, including the Norwich-based Thurston family who owned four in total.

All of these larger Diamond Ts were used



in conjunction with large fairground rides, fitted with either one or two generators to power the rides, also towing the heavily laden trailers between fairgrounds. Perhaps their large size and reduced mobility, coupled with the fact that their front wheels were not driven meant that they were not as popular with travelling showmen as the contemporary AEC Matadors, FWD Su-Coes and Macks, but there is no doubt that they were impressive machines. Sadly, in common with most other vehicles of the era they had mostly disappeared from our fairgrounds during the 1970s.

Unfortunately none of the fairground Diamond Ts appear to have survived into preservation, although one has been rebuilt to resemble a Thurston example, and quite a number of other Ts can be seen on the rally circuit, with others still being used as heavy recovery vehicles. The



**Above:** Michael A Collins' 967/968 model, KKA 150 (Liverpool, 1948), is seen here with living vans in tow at Gorton, Manchester in September 1958. The extended bonnet probably means that a diesel engine has been retro-fitted. The front-mounted framework carried is to assist with building-up the Waltzer ride. It appears that the generator which it formerly carried has been removed from the rear body.

Ingham Bros operated this Diamond T 969 model, LBA 962 (Salford, 1956). It appears little changed from its military days, apart from the twin booms being replaced by two generators.



concluding article in this series will feature other American World War II vehicles which were seen on the fairgrounds after the war.

Once again, thanks to Stephen Smith and Kevin Scrivens of The Fairground Society for their help with some of the uncredited photographs.

**Below:** W Underwood's Diamond T 981 tractor, GVF 685 (Norfolk, 1947), possibly generating for the Dodgems at East Runton, Norfolk in 1968.





# OVER T'HILLS...

## THE 50TH ANNUAL TRANS-PENNINE RUN

In theory, these three vehicles could have all been out on the road together back in the 1960s – although almost certainly, not in such good condition in the case of the Bristol and 'Mouth Organ' Leyland!

Yes, the Pennine Hills really were alive to the sound of music – assuming you find the yowl of a Foden Two-Stroke, or the rumble of a trusty Gardner 'melodious' that is. To take it all in, **Malcolm Bates** and **Editor Forbes** got up especially early to find some suitable vantage points to take photographs for your enjoyment. So enjoy...

**T**he words 'chalk' and 'cheese' come to mind when attempting to describe the two principal road runs organised by the HCVS. But while it could be said that the London to Brighton event has lost it's way a bit over the last few years – not to mention the frustrations of entrants (and spectators) getting embroiled in the most monumental traffic hold-ups this year – the Trans Pennine Run has continued to exude a quiet, laid-back approach, with minimal rules or regulations. But the biggest difference? It's surely the actual backdrop to the event. The terrain. The route from London to Brighton might have been a busy route for charabancs and 'motor coaches', back in the day before people had their own modes of transport, but it was never a major trunk road for goods vehicles, was it?

In contrast? The roads from Lancashire over the hills into Yorkshire were trade routes and would once have been



**Above:** The problem with the Trans-Pennine? Unlike the London-to-Brighton, the lorries are often traveling at speed! Here Alan Appleyard's Foden eight-wheeled bulk grain carrier in the livery of Kenneth Wilson Limited streaks past before our Malcolm could get out of his car!

thronged with lorries and vans, carrying loads of all kinds, from the earliest days of steam, up to the last days of the British manufacturing industry. Today? Well,

most commercial traffic uses the M62 and features endless convoys of foreign trucks, hauling trailers loaded with products made elsewhere in the world,





**Above:** Suitable vantage point found, 1929 Albion, UH 6939, theatre props van of Geoff Radcliffe passes by at a more sedate pace.



**Above:** History on the move. This 1919 Vulcan actually took part in the very first Trans-Pennine event back in 1968. It made it to Harrogate again this year along with three other survivors of that inaugural run.

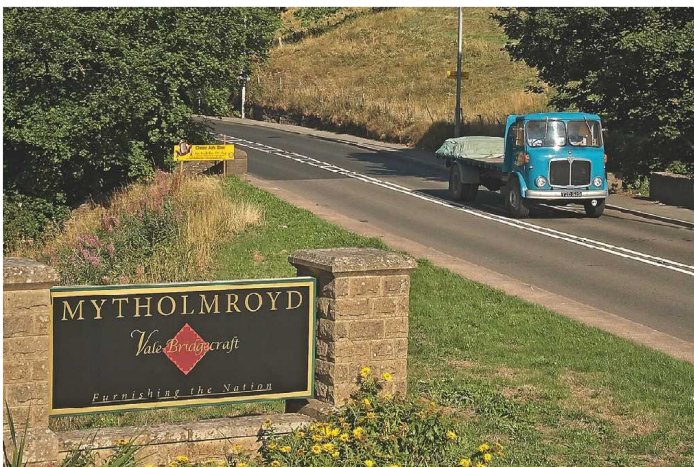
## OVER THE HILLS



**Above:** Can you hear the rumble of a Gardner approaching? Not sure if the period roof-mounted air horn would have been sanctioned by 'The Guvnor' back in the day, but in all other aspects, this Atkinson could have been climbing out of Hebden Bridge in 1969 – even the period 'Northern Ireland Trailers' semi-trailer looks correct.



**Above:** Another Gardner-powered machine, this 1969 Foden S36 tractor unit was especially well presented, although quite why, as a fifth-wheel artic tractor unit, it featured a heavy haulage draw-bar trailer front hitch is a bit of a mystery. New to Grayswood Transport of Tittensor (part of the Bassett Group), it was sold in 1989. It was purchased by Craig Berriff, a former employee of Grayswood, who has restored it to its correct, former livery. Top marks for that Craig.



**Above:** Long distance Award? An AEC Mercury heading out of Mytholmroyd early on a sunny morning. It could be back in 1962, but look again, because it carries a Southern Irish registration. Having been assembled in Dublin from a CKD kit, 'TZC' was sold new to a livestock dealer in The Republic and used with a draw-bar trailer. It was restored and entered by Brian O'Leary. Wouldn't it look great in dark green CIE livery?



**Above:** The great thing about travelling to events outside your 'home patch' is that you get to see a whole load of 'new' wagons. Here's an impressive Leyland 'Super Comet' in the livery of Ivor Owen of Wrexham, with some of those authentic Pennine Hills as a backdrop. Without a yellow line or traffic cone in sight, it could be the early 1960s!

imported here in containers. So seeing – and hearing – British-built commercial vehicles on the same roads they might have travelled on 40, 50 or more years

before? It's a moving experience in more ways than one.

The downside? Well, with such a long, drawn-out route, there's often

a considerable time-lag between the sightings of entrants. And as with any road run, as soon as you turn your back, something really interesting flashes past



## OVER THE HILLS cont.



**Above:** On the Hoof? It looks like James Leech's Dodge cattle truck '9036 DD' has the legs on the Morgan Wright Leyland 'Steer'. But, had the Dodge been fully loaded with cattle for market, it might have been another story...



**Above:** Here's a quick rear view of the Leyland Steer, showing the side-mounted spare wheel carrier – a rear-mount wouldn't work when pulling a draw-bar trailer would it?



**Above:** Getting the green light, Richardson's Atkinson eight wheeler 'WMP 63' also looks as if it could have been a regular traveller on this road back in the day.



**Above:** This 1967-registered 4x2 AEC Mandator really shouldn't be here. It was originally built as part of an export order, but this was cancelled as a result of the takeover of AEC by Leyland. It stood unsold at the Southall works for some years, before being purchased by dealer Lex Tillotson.



**Above:** "A return and two halves, please." This 1955-registered Huddersfield AEC Regent Mark III is a bit 'young' to still feature a traditional radiator, but then, notable exceptions aside, municipal fleets often tended to be a touch conservative.



**Above:** An almost period-correct city centre traffic jam! Allan Noble's Jowett 'Bradford' pick-up (marketed when new as a 'lorry') gets away from a contemporary Foden dropsider, KYC 157, at the traffic lights – just! Amazing fact? The two-cylinder Bradford was a strong seller from the late 1940s, but this example actually dates from the late 1950s!





**Above:** Over sexed and over here? This 1946 Chevrolet 'cab-over' tractor unit looks as if it has come straight out of the long-running black and white Canadian TV series 'Cannonball' (starring 'Mike Malone', remember?) and would have really stood out on the roads of Britain in the grey post-war era. It was in fact imported from Portugal by Johnny Howes and carries a 'Model M'; International tractor on the low-loader trailer.



**Left:** A two-tone green cab with a red chassis and wheels – 'Red and green unfit to be seen'? Not a bit of it. Bairstow's 1961 Foden S20 (ex-Brain Haulage of Essex) now looks fantastic in its new period-correct-looking 'northern' persona. On the back are three huge Yorkshire-built DSG (Dean Smith Grace) lathes. Today, they'd be probably going for scrap, but back in 1961? They could be being delivered new to help boost British engineering exports. Welcome unexpected fact? Amazingly, DSG is still in business today!

and is gone. The weather this year was of course in the 'scorchio' category, so there's no room to complain about miserable Pennine weather, but the bright sun did er, 'highlight' one problem.

Once the entrants were finally parked up on the famous Harrogate Stray at the end of the run, they were all facing the wrong way, with their cabs in deep shadow. "It's not really been a problem before," one of the marshals quipped. Umm... Maybe thanks to global warming, Chris Sant, Alan Appleyard, Les Wilson, Derek Zientek, Ray Dodsworth and the eager team of volunteers might like to consider lining the vehicles up FACING the great orb (ie south) next year, instead? It would certainly ensure photographers got a better end result.

Any other moans? Nope. The catering was much better than on the London to Brighton – within the bounds that British



**Above:** Last of the Scammells? This Cummins-powered 6x4 S26 tractor unit comes from an era when the new generation Roadrunner, C40 and T45 cabs and Roadtrain/Landtrain export models should have revived the Leyland Group's position in British truck industry. But sadly, in truth, the new products arrived ten years too late and a Government give-away to DAF was the last chapter in the story.



## AT HARROGATE cont.

Atkinson Defender, DWW 112H, is thought to be the 20,000th Atkinson built, which helps to underline just how few of these premium-grade lorries were actually built from 1933 to the 'merger' with Seddon. This eight-wheeled tipper in R. Hanson & Son livery is fitted with the 'Mark II' cab.



Below: MYJ 743 is a 1961 ERF 66GX4 six-wheeler with KV cab, finished in the popular period colours of red and maroon, with some rather nice coachlining on the cab. The white cab roof was also a popular period feature at the time – the 'Bates Roadway' fleet of Corgi Toys ERF KV four-wheelers were painted two-tone blue with a white cab roof, as well!



Above: The Oxford blue and cream livery of Rochdale Corporation Transport certainly suits the lines of this AEC Regent Mark V with a Weymann rear entrance body. It features folding platform doors.



Above: FRC 805C is a 1965 Seddon 16/4/470 fitted with an AEC engine and six-speed gearbox. Owner/restorer Richard Gilliam has elected to paint it blue, rather than in BRS red, as was originally the case when new.



Above: Still they keep arriving! Cummins-powered Atkinson tractor unit, OEB 536M, in 'Comfortex' livery, arrives on The Stray coupled to a period-looking box-van semi-trailer.



## THINKING SMALL



Above: Let's hear it for the little guys! This pair of Bedfords underlines the diversity of applications that the CA van design was used for. Left is a standard panel van with sliding doors converted to a minibus, while right is a later 1967 LWB model built as a motor caravan.



Above: When did you last see one on the road? The Ford Anglia-based 5-7cwt van was a best-seller, but like the first generation rear wheel drive Escort vans is now 'Hen's Teeth' – and worth an absolute packet!



Above: Two smart Leylands from the late William Hunter's collection. Huntapac Produce is a major supporter of the Trans Pennine Run.



Above: Although not actually spotted taking part on the run, this neat little GRP-cabbed Albion, PWT 163, was still worth a picture.



Above: Homage to Holt Lane Transport? An enthusiast gets down on his knees to photograph Atkinson eight wheeler, 788 WTE, on The Stray. The fierce sun produced some heavy shadows – a factor not helped by all the vehicles facing north!



Above: Looking Back. Every inch a Guvnor's Wagon! Rear view of Gary Kershaw's 1967 Atkinson 'Black Knight', as originally operated by Holt Lane Transport shows that, more modern rear lamps and reflective markers aside, this classic eight-wheeler looked much as it would have done when new.

mass catering is what it is, of course. There was also a good number of stall holders on site selling models, books and various vehicle parts, too. The traffic situation? That was also much better, too – even though several lots of roadworks on the

route with single lane working traffic lights to guard empty holes in t'road had to be negotiated. The only thing is... With all that space on The Stray, might it be better to spread things out a bit more, maybe? Line the entrants up by 'type' or

make, perhaps?

So, the big question is, was the HCVS Trans-Pennine Run worth getting-up early for and should you make an effort to go next year?

You betcha.



# MAXIMUM CAPACITY

*Mike Forbes has made a further selection of pictures of Luton vans from the Chris Hodge 'Stilltime' Collection.*

**W**e have looked at the subject of Luton vans in several previous 'Scenes Past' features. They have also cropped up in articles on 'high street names', laundries, bodywork, Lorry Driver of the Year, specific chassis makes – even if this is sometimes well-hidden – and other subjects, so I've already said most of what there is to say.

Firstly, I think we all know the story about how the style of bodywork with the box extending over the cab became known as a 'Luton' as it was first used to carry straw hats made in that town. The extra load space over the cab has always been considered a bonus when the load is bulky, but lightweight. A good example is furniture and bedding, whether deliveries of raw materials, new

goods or removals.

The style seems to be falling out of favour these days, presumably because sufficient volume can be obtained with the longer wheelbase chassis now available. This is perhaps because Luton vans, with the aerodynamics of a large brick, have never been economical vehicles to run. Surprisingly, they have mostly been built on lighter chassis, of which the engines must have had to work even harder to propel that big square front into the wind.

Some of these vehicles have quite stylish coachwork, often with some attempt at 'streamlining'. With such a lot of space available, they lend themselves to the application of some good promotional graphics. The 'Luton' head, as it's sometimes known, is not always used to increase

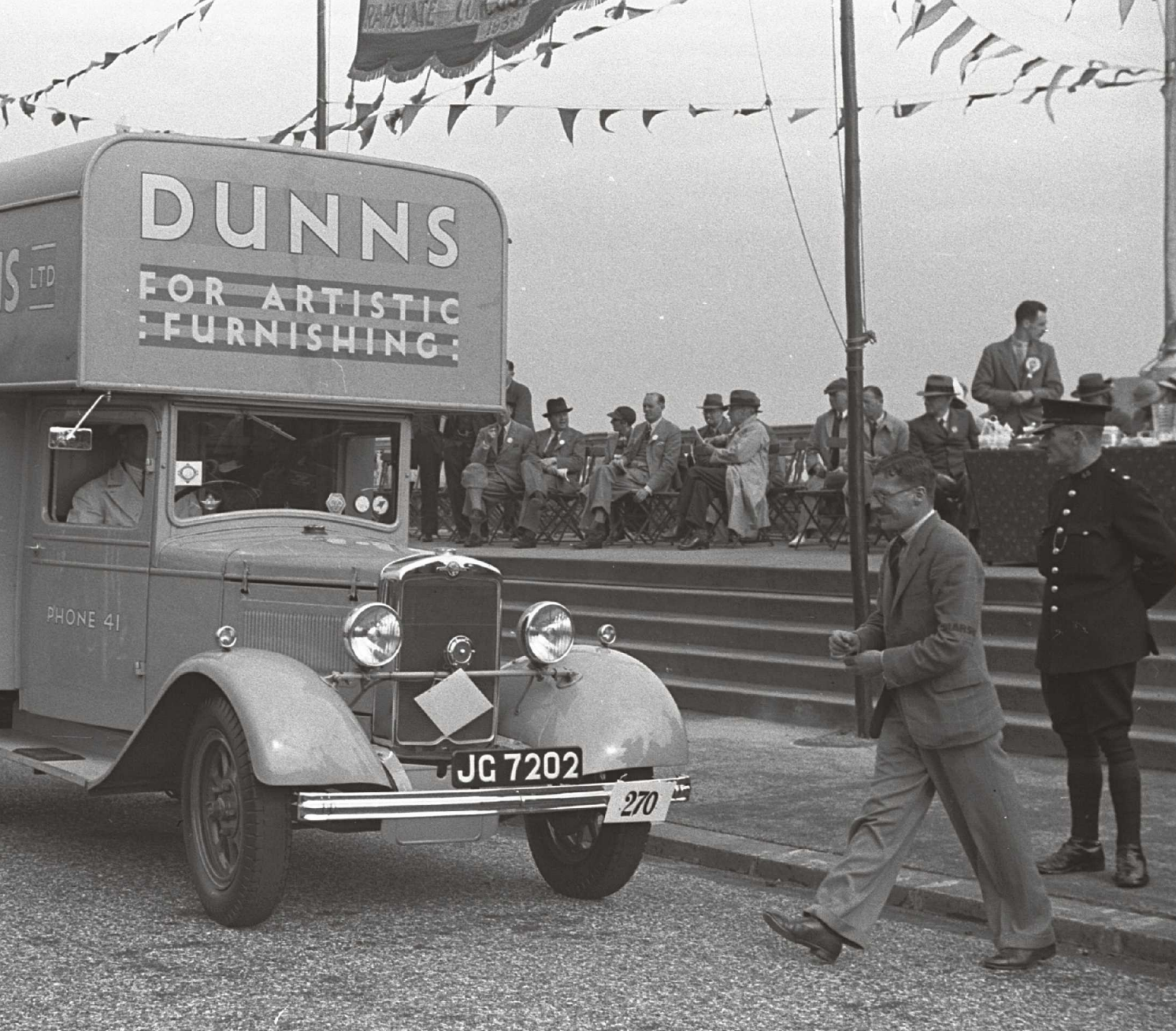


**Above:** The original glass plate negative has suffered, but here's a classic early example of what a Luton van is all about. The large capacious body on this Morris-Commercial from around 1930, one of the fleet of Karrier's Parcel Delivery Service, based in Peters Lane, Liverpool, wouldn't be missed on its daily rounds to many other places, as far away as Leeds and Nottingham. I bet those girls were saying something along the lines of: "Hey wack, why don't you take a picture of us instead of that old van...?" (CHC aab365)

**Right:** Here's an unusual Luton body, on an Austin FFK 5 ton chassis, 689 EOA (Birmingham, 1961), seen at a display of BMC commercial vehicles, between two FG vans. The body has the classic sloping side to carry sheets of plate glass for its operator, Hill's of Brmningham, as well as appearing to offer provision to carry crew-members in the Luton. (CHC aa078)







**Above:** Still pre-war, but a slightly later Morris-Commercial 1 Tonne van, JG 7202 (Canterbury, 1936), is seen at the 1938 'Ramsgate Concours', along with a 'Collars' Holland Coachcraft van we showed in a previous Scenes Past and various other stylishly-finished vehicles, this one for local furnishers, R G Dunn & Sons. (CHC aak241)



the load capacity, sometimes used for a driver's sleeping compartment or special equipment, rather than extra payload.

There is the difference between a 'Luton' and a 'Pantechnicon' to consider. My understanding is that a pantechnicon is a Luton van which has the cab built as an integral part of the bodywork. So some of the vehicles here could be described as pantechnicons if you prefer, but most readers seem to agree with my definition.

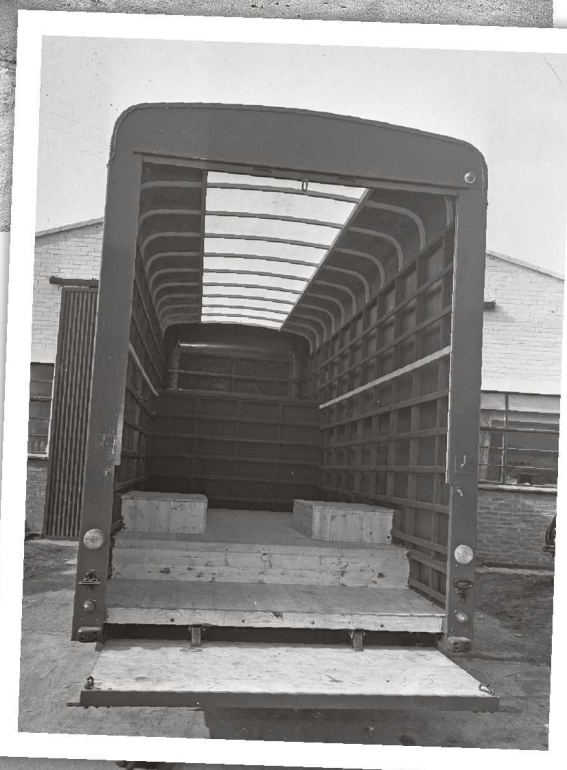
There's quite a variety of styles to be seen here, representing different approaches, but usually the main objective is a vehicle offering the maximum volume possible to move a bulky load. In any case, these vehicles make an imposing sight on the road.





**Above and right:** Believed to have been photographed outside the bodybuilder's premises, here is a smallish pantechicon on a Bedford chassis for removals company, Lomath Brothers of London SW1. The rear view shows how such vehicles were typically laid out inside. The fitment of flashing direction indicators suggest the vehicle was new in the early 1960s, although the Austin A40 estate car and A40 Somerset saloon also seen date from ten years earlier. (CHC aay030/031)

**Below:** We've seen this vehicle before from the other side, but we couldn't have a feature on Luton vans without a Jensen or JNSN 'Lightweight' integral. On tradeplates, 1 AEA, this was probably the prototype and certainly the demonstrator or show model, still to be painted. (CHC aap527)







**Left:** The first of several Lutons seen at Lorry Driver of the Year competitions, in this case at Coventry, here is an Austin K4 Loadstar, KTP 65 (Portsmouth, 1954), in the livery of the Southern Electricity Board. The separate cab has been nicely faired-into the front of the van body. (CHC aaz012)

**Right:** Pictured on the stand of bodybuilder Marshalls of Cambridge, here we have another of those Morris LCFO two-tonners, built 1958-60, with the LD front panels built into the smart integral van body for the delivery of some well-known clothing brands of the day. (CHC aax328)



**1:** Here's a Luton van in use for what it was built for. The large capacity body is on a wartime Bedford OWL chassis. Note the support pole from the front bumper. Our smart chaps in their coats and caps are loading furniture over the drop-well and tailboard in a London street, as a trolleybus passes on route 665. (CHC abf661)



**2:** Two for the price of one here. Looking smart and nearly new is Thames 4D, fitted with the 'Costcutter' four cylinder diesel, TYX 301 (London, late 1957), of Edgley's Office Furnishers, not outside its Fleet Street headquarters, with an older Bedford M Type behind. In each case, the body has been built on a 'chassis-scuttle' and good use has been made of the body-sides to advertise the company's services and wares. (CHC abf667)



**3:** This Thames Trader 4D, one of several different vehicles in the Thorn Electrical Industries fleet of which we have pictures, in Atlas Lighting livery, was registered 7847 MD in Middlesex, a few years later, in early 1963. (CHC abf001)

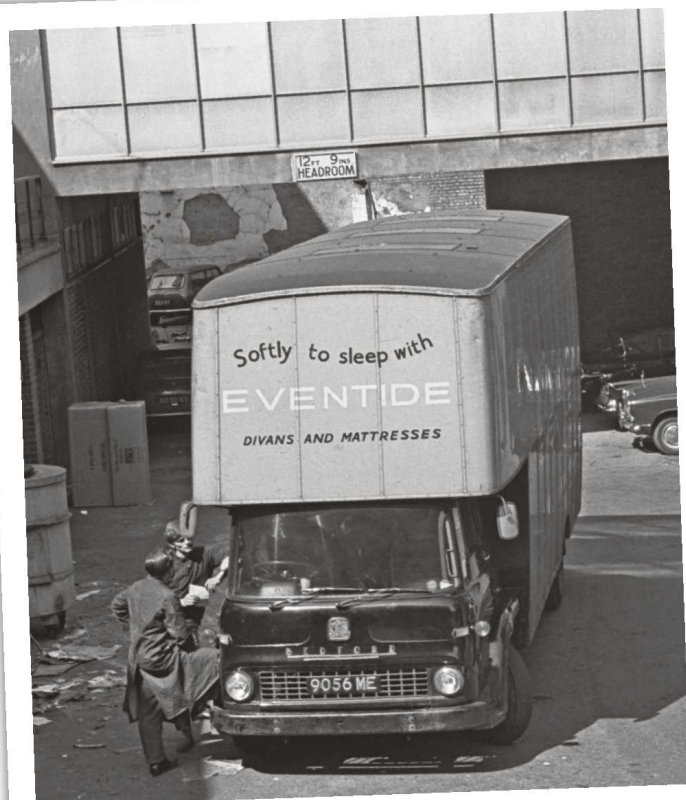




**Above:** Here's a van body where the streamlined style was probably more important than capacity. On a Guy chassis, complete with 'Indian's head' atop the radiator, Lincolnshire-based Frigid Fruits van, with its rather small rear doors, was more likely insulated than refrigerated. (CHC aaa706)



**Left:** A couple of pantechnicons on Albion Claymore chassis, including 111 EOM (Birmingham, 1961), in the fleet of Slumberland beds, taking part in an LDOY competition, believed to have been in Portsmouth. I wonder how easy it was for the driver to see how close that barrier was? (CHC abj481)



**Right:** Another LDOY heat, this time in Leeds, with a stylish Luton-bodied Bedford TK, 4434 UM (Leeds, 1961), in the fleet of Burton Tailoring, for whom the use of every available cubic inch doesn't seem to have been a problem. (CHC abk352)

**Left:** The storemen chat with the driver, as another Bedford TK, with a classic Luton van body, 9056 ME (Middlesex, 1961), delivers beds for 'Eventide' in Coventry in the mid-1960s.





1: There was a time, even before the 'Common Market', when British companies exported their goods to the Continent. Here a later type Thames Trader 6D of Dunblane Poultry & Pig Equipment, VMS 21 (Stirlingshire, 1962), pauses outside a 'Routiers' restaurant, at Chalon Sur Saone, in Eastern France. (CHC abh139)

2: It looks as if a French customs officer is sealing the doors on this long Luton van-bodied BMC FFK of Canadian Furniture Ltd, queuing behind a Bedford TK of Maples with a TIR plate – seen in our High Street names feature a while back. (CHC abh149)

3: Delivering to the company's stand at the Royal Show at Wolverhampton or Wrotesley Park, Staffordshire, in the late 1930s, we see a Luton van based on a Bedford WL chassis-scuttle, RD 8064 (Reading, 1936), operated by Gascoignes of Reading, 'the milking machine specialists', 'originators of the autorecorder system', 'an astounding success' – according to the signwriting, typical of the days when all sorts of unsubstantiated claims could be made like this. The cows being milked, painted on the van sides, and the large 'Luton head' are impressive, though. (CHC abc227)

4: The Luton van on this Albion Chieftain, CHH 711 (Carlisle, 1946), of haulier Foster Bros of Carlisle, seen outside the company's furniture repository, is actually a lift-off container on a platform body, but is complete with a drop-well at the rear, to ease loading and unloading. (CHC abl669)

5: What's a Nissan Cabstar doing in Vintage Roadscene? This Luton-bodied example, was actually photographed at the NEC Motor Show in 1983, 35 years ago, where it was competing with MK II Ford Transits, Leyland Sherpas and Bedford CFs... (abg753)

6: It's not a Luton body, but let's slip in this alternative from the fleet of Bullens, whose green-liveried removals van were once seen all over the country. With a drop-frame van trailer offering an even bigger capacity than a rigid Luton, 5680 AR (Hertfordshire, early 1960), has a crew-cab similar to some seen on BMC vehicles, but actually carries Thames Trader 6D badges.



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# 60 YEARS OF ATLANTEANS

**Malcolm Wright** looks at the Leyland Atlantean, which was revolutionary when it appeared in the late 1950s.



**Above:** STF 90 – in 1952, Leyland began experimenting with ideas for a rear-engined double-decker bus. A prototype was built with a body by Saunders-Roe. It had a turbo-charged version of the Leyland O.350 engine transversely-mounted at the rear on a sub-frame. The chassis was a platform type, made from steel and alloy with deep stressed side members, an automatic clutch and self-change gearbox were also fitted. It was designated PDR1 (R for rear engine). Its full-fronted bodystyle looked very much like that of trolleybuses of that time and was christened 'Lowloader' at the 1954 Commercial Motor Show. It had a conventional (for that time) open rear platform and the engine sat on the platform against the rear wall of the bus. It ran in service for Maidstone & District from 17th to 20th December 1954. It was to LD37/24 configuration. The second prototype with a body built by Metro-Cammell came in late 1956 and in revenue-earning service in 1957. Both were sold to Lowland Motorways, the Glasgow independent operator in 1957.

**T**he name Leyland Atlantean first appears in 1956. It was revolutionary as, in that year, 100% of all double-deck buses had their engines at the front. Most buses of the time weighed in at around 8 tons – with the notable exception of the Metro Cammell Orion body at 6 tons – and most accommodated within a 30/26 configuration (that's 30 seats upstairs and 26 downstairs), with just a few going as far as 37/29.

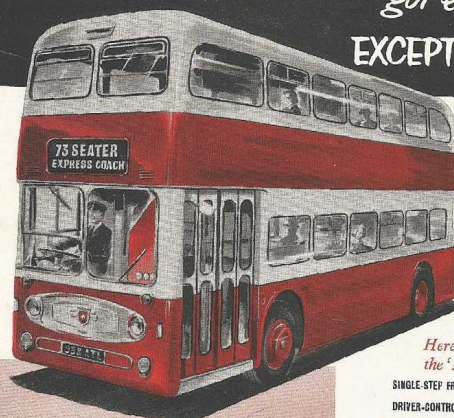
**Right:** 43 DKT was exhibited at the Commercial Motor Show in 1958, having been built on the second production Atlantean chassis. It was received by Maidstone & District in January 1959 as its first Atlantean, with lowheight L39/34F Weymann bodywork. It was sold to Western National in 1975 passing to dealer Rollinson of Carlton by 1981 and eventually scrapped.







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The production version of the rear-engined, front entrance 'Atlantean' double-decker goes one better than the design which made such a sensational debut at the last Commercial Show. Instead of employing integral construction it now has a load-carrying chassis giving complete freedom to the bodybuilder to include all the outstanding features of the prototype. Thus it can be produced as a low-height 73-seater (13' 4" unladen) without recourse to the "low bridge" construction except for the last 2 rows of top-deck seats, or as a 78-seater of normal height. Its low single step wide front entrance with driver operated doors allows the fastest, safest loading and unloading of any bus and relieves the conductor of all platform responsibility. With 2-pedal control, tight steering, wide visibility and high efficiency air brakes, the 'Atlantean' is the safest, easiest, high-capacity bus in the world to handle.

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**Above left:** 490 DKT was received in May 1959 by M&D with Metro-Cammell H44/34F bodywork. It served until 1974 having been rebuilt to Mk II specification in 1964. It finally passed to Hills (dealer) of Rainham, Kent and was scrapped.

**Above right:** An early advert for the Atlantean, extolling its virtues.

**Right:** Hastings Tramways became part of the main M&D fleet in 1957 and thought had already been given to the replacement of the trolleybuses from that system. All trolleys were gone by 1959 when 504 DKT came new into the fleet. The only exception was, DY 4965, a 1928 Guy BTX60 with Dodson O26/31RO bodywork, which had a Commer TS3 diesel engine fitted in 1960, for seafront and carnival events at Hastings. Restored in 1975, it is now with Hastings Borough Council. Standing alongside it, the Atlantean shows just how far bus design had changed by 1959. The Atlantean was sold to Western National in 1975, to aid conversion of its services to omo, ending up with PVS (dealer) of Carlton in 1981.



Leyland outnumbered all other makes in the municipal fleets of Britain with its then current Titan PD2. The company had its first experience with rear engine vehicles in 1936, building around 50 Leyland Cubs for London Transport. By 1952, an experimental chassis for a rear-engined double-decker was the basis of a prototype vehicle, demonstrated at the 1954 Commercial Motor Show as the 'Lowloader'.

Its early development closely followed that of the LT Routemaster which was, of course, a front-engined model. The Lowloader, STF 90, was used as a

demonstrator in various parts of the UK, eventually being sold to Lowland Motorways of Glasgow, after much operator comment had been fed back to the designers at Leylands.

The new Atlantean was designed as a completely integral unit by Leyland, with its 9.8 litre diesel O.600 engine placed transversely across the extreme rear of the underframe. The early demonstrators had seating for 78, in a bus weighing only 7.81 tons, although in early service many reduced the seating capacity, which was especially useful when 'one man operation' came into use.

These Atlanteans were coded PDR1/1 (Passenger, double deck, rear engine), with four examples being displayed at the 1958 Earls Court Commercial Motor Show, including 43 DKT, bodied by Weymann Coachworks of Addlestone, Surrey for Maidstone & District. These four buses weighed between 8.5 and 8.8 tons, some 5-10% more than a regular PD3 of that time. The purchase price was around £7000, a premium of some 30% over a Titan.

The BET Group had been closely associated with the development of the Atlantean and several BET fleets placed





**Left:** 558 LKP arrived in the M&D fleet in 1960 and this view clearly shows the engine compartment and the upward-hinging bonnet and space under the rear upper deck saloon. This view was taken during the 'First Historic Transport Rally' at the Chatham Historic Dockyard which I organised in 1985. The bus is advertising the Jubilee of the old Chatham & District 1930-1980 and by coincidence this bus has now passed into the ownership of the Chatham Dockyard Trust. It had been withdrawn from regular service in 1984 and went through M&D's Preserved Fleet before ending up in the Dockyard.

**Below:** An ad showing one of the convertible open-toppers for use by Devon General around Torquay.

early orders. Maidstone & District ordered 50, Devon General 40, East Midland 15, Potteries 45 and Ribble 51, which were amongst the biggest. Most had bodies to the standard MCW format, although a few lowheight examples went to East Midlands, Potteries, Ribble and Trent. However, as London Transport was still developing its RM it was not then a potential customer.

An interesting development was the Ribble 'Gay Hostess' Atlantean with Weymann-built coach bodies, seating 50 (34/16), for express services both within Lancashire and between Lancashire and London, using the newly-opened motorway route. Having reclining seats, toilets and a snack bar and with their larger 11.1 litre engines, they were the early forerunners of today's double-deck coaches.

But there was competition for those early Atlanteans, albeit Guy's offering, the 'Wulfrunian' was a commercial flop and AEC's lowheight buses of the time, the 'Bridgemaster', then the 'Renown' were also small sellers, leaving it to the well tried and tested 'Regent' to provide the competition. Daimler also came up with its 'Fleetline' model, with its Gardner 6LX engine mounted transversely at the rear. This was introduced in 1960, some two years after the Atlantean, and found initial favour with those operators used to Gardner engines, such as Birmingham, which only had some 11 early Atlantean PDR1/1s.

Glasgow and Liverpool took significant numbers of Atlanteans and Liverpool was among the first to take the Mk II model, the PDR1/2, which first appeared in 1964. By the mid-1960s, Leyland said

September, 1961

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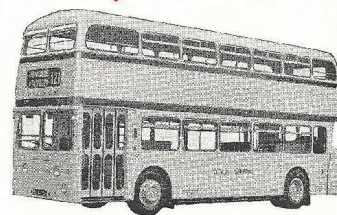


## Atlantean IN A DUAL ROLE

This, the latest development of the Atlantean, is a dual-purpose omnibus specially suitable for use in holiday areas. In the "off" season, it operates as a normal double deck bus, with enclosed upper deck and seating for 75 passengers. For fine weather use, the roof section is immediately removable as a unit after detaching 20 nuts and a multiple electric plug. The attachment of guard rails and a windscreen completes the conversion to 'open top', seating 44 on the upper deck. Following precedent the fleet of nine MCW - Leyland Atlanteans now in service with The Devon General Omnibus & Touring Co. Ltd., are to be known as the Sea Dogs. Each bus is named after one of the great Soldiers-Seamen-Statesmen of the South West.

↑ Sir Walter Raleigh  
in sunshine livery at Torquay  
OPEN TOP IN SUMMER reverts to ENCLOSED  
DOUBLE-DECKER IN WINTER

↓ Sir Humphrey Gilbert



**METROPOLITAN - CAMMELL - WEYMAN LIMITED**

VICKERS HOUSE, WESTMINSTER, LONDON S.W.1





**Above:** New in 1972 was FKM 719L the last of the batch to arrive in December of that year. This bus carried black 'Invictaway' livery from 1981 to 1987, and dual-purpose livery to disposal in 1991. It went into preservation with Bennett of Gillingham alongside sister bus, FKM 718L.

**Right:** East Kent was a late user of the Leyland Atlantean, indeed, the AEC Regent V, three Bridgemasters and Daimler Fleetlines were the preferred choices for a long time. Shortages elsewhere saw some Bristol VRTs and AN68 Atlanteans arrive in 1976 with ECW H43/31F bodies in NBC red bus livery. One such example, JJG 1P has been preserved by the East Kent Nostalgic Bus & Coach Trust. Some of these Atlanteans also worked in the Eastbourne Fleet during the early 1990s. (M&D and East Kent Bus Club).



**Above:** Maidstone Corporation had been a regular purchaser of Massey bodies since its Leyland PD2s of 1956 so it was no surprise that Massey was chosen to body Maidstone's new Leyland Atlanteans. The 1965 batch included EKP 234C, a PDR1/1 Mk II, which remained in service until 1978 when it was sold through dealer Ensign of Grays to Boon's of Boreham, then went to Wallace Arnold as a publicity vehicle, S Mason of Maidstone as a non-psv and today is with Gibbons of Maidstone. (M&D and East Kent Bus Club)



**Above:** Another new arrival for 1968 at Maidstone was OKM 146G, which served until 1979, going to dealer, TPE at Macclesfield, then to Stevenson of Spath until 1982, then through Lister and Sykes to non-psv use with Hayes Pipes of Haydock.



**Right:** The first Alexander-bodied Atlantean for Glasgow on the cover of *Passenger Transport* magazine.

that more than 1,500 were in service, with a growing export market, including to Oporto Tramways in Portugal which had 40 delivered between 1960-64 and a further order of 90 in 1966. Even Coventry ordered some (this was where Daimler made its Fleetlines!), although future orders returned to Daimler. Similarly, LT ordered 50 PDR1/1s in 1965 for Central London services, with eight Daimler Fleetlines going to the Country Areas.

When longer double-deck vehicles were legalised, Leyland included a 10 metre variant of the Atlantean, designated PDR1/3, which was displayed at the 1966 Commercial Motor Show, although it went into production as the PDR2/1. By 1966, a third rear-engined model appeared, in the shape of the Bristol VRL, which evolved into the VRT which was designed to replace the ageing FLF Lodekka, the first choice of many nationalised fleets. However, Bristol could now once again sell in the open market and started to increase its range of operation to become nationwide.

There were big changes in the late 1960s, including the establishment of the National Bus Company, while all three double-deck models, the Atlantean, Fleetline and VRT, all came under British Leyland control. competition for orders was permitted between the models, with Atlanteans more popular with municipalities and PTEs, and Fleetlines with various NBC company fleets, until the Bristol VRT eventually took precedence.

A few single deck variants of the



*Chalmers*  
Glasgow Stances  
Seven Serve Paisley  
The Berlin Wall  
Venture Transport  
Manchester Jubilee



Glasgow's first Atlantean at Govan Cross

Atlantean model ended up in the Portsmouth (PDR2/1 with Seddon coachwork), Merseyside PTE (examples ordered by Birkenhead Corporation delivered to the PTE in 1971) and Great Yarmouth.

Early in 1972, the AN68 Atlantean arrived. The Leyland 680 engine was the standard fitting, hence the 68 in the model number. A 9.5 metre Atlantean was the AN68/1R with a 10 m model being the AN68/2R. There were no lowheight models, leaving



**Above:** Leyland Atlanteans were late arrivals in the Southdown, initially in 1974. Four batches were registered, PUF 131-144M and PUF 715-727M, SCD 728-737N and SUF 138-141N. PUF 724 M was an AN68/1R model with Park Royal H43/30F bodywork, which served until 1985, passing to London Country Bus Services.



**Above:** EKR 151L was in the last batch of four vehicles bought by Maidstone Corporation, new in 1972 and transferred to The Maidstone Borough Council fleet in 1974. This was a Leyland AN68/1R with Northern Counties H43/31F bodywork. It only five years until 1977, then via Ensign to Delaine of Bourne as its fleet no 80, serving for some 10 years, as a favourite of Hugh Delaine Smith, as it was such a smooth bus to drive! It subsequently passed to Kinch of Barrow-upon-Soar until 1987, on to Johnson of Workshop as dealer and Wigley at Carlton to await its fate by 1989. (Surfleet Transport Photos).





JPL146K was a PDR1A/1 model with Park Royal H43/29D bodywork, new in 1972 to London Country as AN46. It is seen here in Kentish Bus livery, which it received in 1987. In 1989, it was sold to dealer North of Sherburn-in-Elmet, passing to Northumbria in 1991.

Daimler and the VRT to fulfil these needs. The new type was popular nationwide, with buyers including East Kent and Southdown.

A special PDR1A/1 model was also supplied prior to the introduction of the AN68, which was delivered to London Country, Maidstone & District, Merseyside PTE and Northern General. The AN68 helped to revive the Atlantean's fortunes, but BL's supply problems spread from cars to commercials, with late deliveries and lack of spare parts, on top of the widespread industrial unrest of the early 1970s. The decision was also taken to move Fleetline production from Coventry

to the Leyland factory in Lancashire, creating further on-going delays.

Meanwhile, there was a ready overseas market in places like Hong Kong. China Motor Bus and Kowloon Motor Bus Co needed to expand their services quickly from 1972. As well as new vehicles, China Motor Bus bought the 1965 fleet of 50 from LT and about 12 ex-M&D MCW vehicles, while Kowloon bought 25 ex-M&D buses.

The last completed Fleetline



## versatile **ATLANTEAN!**

LEYLAND'S 78-SEATER WITH PEAK PERFORMANCE

The Leyland Atlantean is versatile. Throughout Britain, the capacious Atlantean double-decker has proved itself able to meet peak period requirements and to operate economically on a variety of urban schedules. The Atlantean is fast becoming the most popular double-decker for municipal services.

The Atlantean's specification includes the famous Leyland 0.680 diesel, rear mounted and easily accessible; optional dropped rear axle chassis permitting low overall height; automatic or semi-automatic gearbox, as required. This design makes possible a variety of one-step, easy-entry and quick-exit bodies with alternative seating plans.



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BUS AND COACH, October 1965



Above: A 1965 ad, showing a later Alexander-bodied Atlantean in East Midland livery.

Left: GNC 524N was a 1975 Leyland AN68/1R with East Lancs H43/32F bodywork, one of a second Atlantean batch for Eastbourne Corporation, following KHC 811-817K in 1972.





Above: MTF 665G was a 1968 Leyland PDR2/1 Demonstrator with Park Royal H47/32D bodywork. It was on loan to Brighton Corporation in early 1970.



Above: WUF 990K was a PDR1A/1 with Willowbrook H44/29D bodywork arriving new to Brighton Corporation in 1972. It was painted as an overall advertisement for Barclaycard from 1972 to 1975, the first overall advert vehicle for Brighton. It was sold in 1983 to G & G Coaches of Leamington Spa, to Red Watch of East Calder in 1987 and to Dunsmore, Larkhill in 7/90 for scrap.





**Above:** JFG 353N was an AN68/1R with East Lancs H45/28D bodywork new to Brighton in 1975. It was sold in 1987 to Rennies of Dunfermline and to Dunsmore for scrap in 1991.

model entered service in 1982 with Northern Counties bodywork, going to Cleveland Transit. VRT production ended in 1981, with Stevensons of Spath taking the very last VRT Chassis, while Eastern Counties was the last NBC subsidiary to receive one with ECW bodywork.

With changes in European legislation Leyland decided that it was not practical

to re-engineer the Atlantean, as the competing Olympian and Titan already met those required changes. The last Atlantean to roll off the production line was chassis no 8400271, an AN68D/2R model for Lancaster Transport to be bodied by East Lancs Coachworks.



126 PASSENGER TRANSPORT

The Mark II Atlantean illustrated is one of 900 ordered by Liverpool Corporation. The Corporation estimates that, by using 70-seater Atlanteans, their total fleet can be reduced by nearly 15%, safeguarded by M.C.W.

Nearly 150,000,000 miles of experience behind  
**THE MARK II ATLANTIAN**

This vast mileage—unequalled by any other rear-engined, maximum capacity double-decker in the world—has been built up by nearly 1500 of the original Atlanteans. In day-to-day service over four years with upwards of 40 municipalities and bus operators, the Mark I Atlantean has been continuously evaluated and its overall performance checked to the smallest detail. Now the full introduction of the Mark II Atlantean. It can justifiably be described as the most highly developed rear-engined double-deck bus chassis on the roads today.

New up-to-date reliability features include—

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- Two oil-bath air filters replacing paper elements.
- New long-life bonded rubber bushes on torque tube stabilizer.
- Phosphor-bronze universal couplings on propeller shaft.
- Larger fan-drive work with higher critical speed for complete safety on overrunning.

**Leyland** leading the way in front-entrance 78-seaters

LEYLAND MOTORS LTD. LEYLAND • LANCs.  
Britain's largest manufacturers of buses and coaches  
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**Above:** An ad for the Mk II Atlantean, with a picture of one of the original Liverpool Corporation Mk I examples, claiming high mileage and reliability.

**Left:** Photographed at North Weald Rally in the late 1980s was this un-registered Leyland Atlantean with left hand drive and double doors on the offside. I seem to recall that it was bound for Kuwait but I am not completely certain about this and would be pleased to be up-dated about this...



Here is my small tribute to the 70th Anniversary of British Road Services. Leyland Octopus, LDM 474 (Flint, 1954), fleet no C H34 from Queensferry Depot. Hopefully this photograph captures LDM 474, as it would have looked as a working vehicle, amid Welsh mountain scenery.



## MODELS ON THE MOVE

*Graham Dungworth brings us more of his lifelike scenes incorporating diecast model vehicles.*

In the world of railway modelling, the ambition of the vast majority of enthusiasts is to create a scene that is as accurate and realistic as possible. The same is true of military, aircraft, marine and road transport modellers, including yours truly. I have used the term 'modeller' as opposed to 'collector' which, although no less valid, is a different thing altogether.

I love the archive pictures in Vintage Roadscene (don't we all?) and, as you may have noticed, many of them show vehicles on the move. This made me wonder, how could I represent a moving vehicle in model form? The one vital component is, of course, a driver. I always detail the interiors of my models, so I've become quite good at taking a model apart. It's usually fairly simple (apart from Corgi buses and coaches!) but it's absolutely necessary if you're going to insert a driver and, in the case of a bus, coach or car, some passengers.

2018 marks the 60th Anniversary of the Leyland Atlantean, my favourite double-decker bus. I remember my dad buying a Dinky No 292 Atlantean for me as soon as it was released. Growing up in Lancashire's Rossendale Valley in the 1950s, I was always fascinated by the local buses.



**ABOVE:** Wallasey Corporation's Atlantean PDR 1/1, FHF 451 (Wallasey, 1958), en route to Seacombe. This bus was probably the first Leyland Atlantean to enter public service. Here it's being pursued by a Peterborough-registered Renault Dauphine, which must be fairly new judging by the lack of rust!



Rawtenstall Corporation had operated Leyland PD2s since 1948, the last six, bought in 1955, were the only ones in the Rawtenstall fleet with full width 'tin-fronts'.

They later went on to buy some lovely East Lancs-bodied, forward entrance PD3s, which marked a return to exposed radiators. I seem to remember there were twelve of these, the first arriving around 1964. Compared with the PD2s in service when I got my toy Atlantean, I thought the Atlantean looked so different and modern that I couldn't wait to see a real one.

My first photograph is of Wallasey Corporation Motors' Atlantean, FHF451, a 1958 PDR1/1 with Metro-Cammell H44/33F body. It's widely believed to be the first Atlantean in public service. Luckily, thanks to the 201 Bus Group, this vehicle has been preserved, so there are plenty of reference pictures on the internet to work from. My model has a fully detailed interior, complete with a driver and passengers, although they don't show up all that well in the photograph.

The basic 1/50 scale model is by Corgi and is a reasonably accurate representation of FHF451. I say reasonably accurate, because there are various issues. Some of the upper deck window ventilators are in the wrong bays, and I had to make the ventilators on the two upper front windows because Corgi hadn't modelled them, there is only one front auxiliary lamp instead of two and, on the rear engine 'bustle', the model only has a grille on the offside, the real bus has a grille on both the offside and the nearside. Despite all this, the Corgi Atlantean is a big, impressive model.



**ABOVE:** "Away you go driver." Dougie Watson, Ken Thomas's first driver, pulls away with a fully-loaded Bedford S Type, HEB 281 (Isle of Ely, 1958). The car in the background is a 1950 Armstrong Siddeley Hurricane.

There are various urban myths about the distinctive Wallasey livery, it's officially called 'sea green', to distinguish it from the blue of the neighbouring Birkenhead buses. The most believable story goes back to Wallasey's first tram, the painter asked his foreman what colour to use, only to be told: "See Green", meaning you'd better ask Colonel Richard Roughley Green, the General Manager at the time. The rest, as they say, is history!

2018 seems to be a year for anniversaries.

70 years ago the National Health Service, British Railways and British Road Services came into being, Prince Charles was born on the 14th November, followed three days later by me!

Which brings us nicely on to my next photograph, the BRS Leyland Octopus, LDM 474, fleet no CH24 of Queensferry Depot, North Wales. I really wanted to add my own little tribute to the BRS 70th Anniversary celebrations, so I searched the internet for a suitable vehicle, preferably in colour, and came up with LDM 474. So far so good, all I had to do now was to find a model of a BRS Octopus. Hmm...

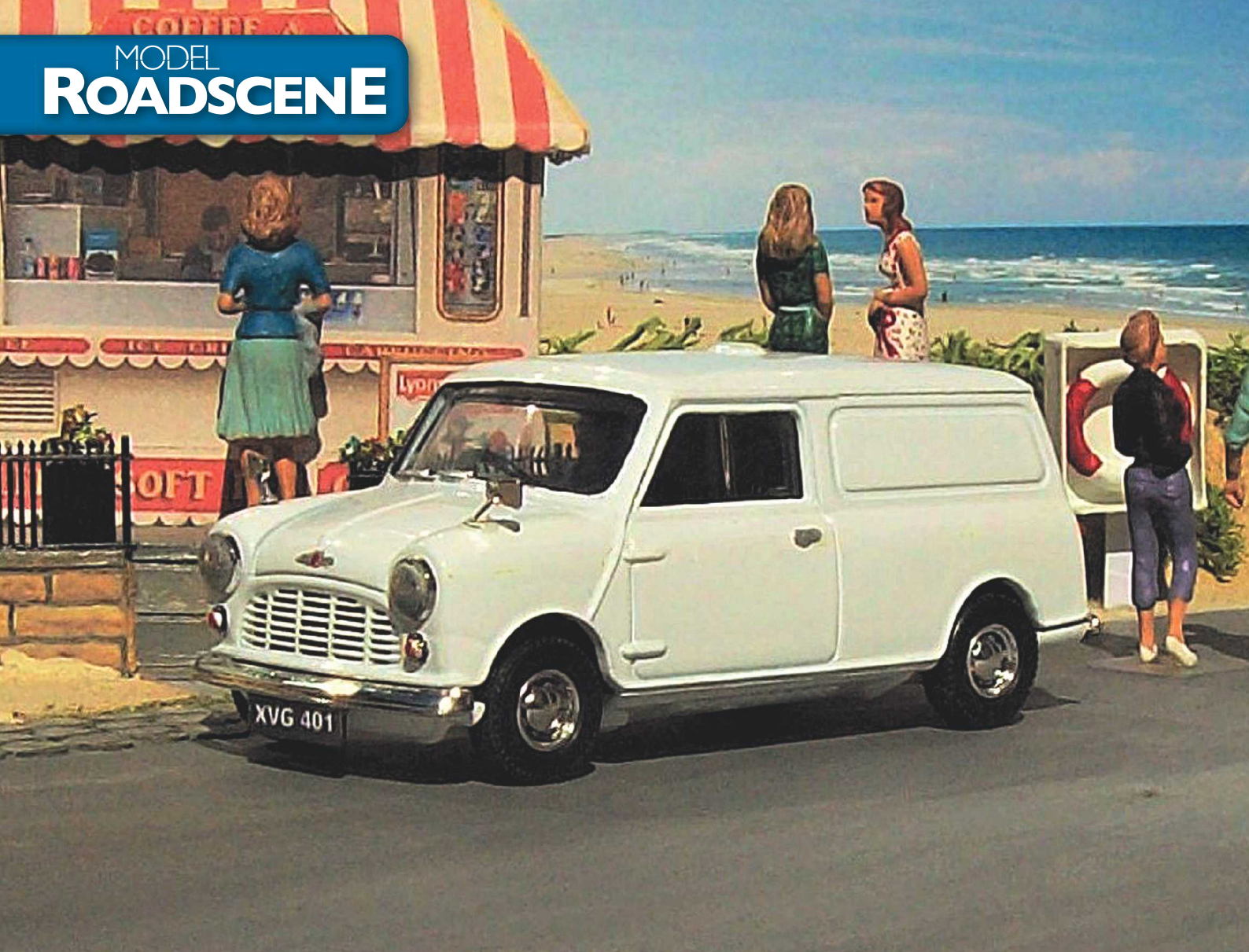
Let's cut a long story short, the nearest thing I could find in 1/50 scale was a bright yellow Ind Coope & Allsopp 'Double Diamond' tanker by Corgi. How long did it take to convert the Corgi model into the vehicle in my photograph? Don't ask! Rather than model a nice, shiny, preserved lorry, I've gone for a mucky working vehicle, because that's what LDM 474 looks like in my reference picture. The load bed is made from mounting board, the stuff that picture framers use, and I've set the model against Welsh mountain scenery to add a bit of atmosphere.

My next photograph also takes us back to the year 1948. It was the year that Ken Thomas founded his transport company, starting out with only two vehicles. Ken began by transporting produce from local farms to markets in London and Birmingham and the company grew



**ABOVE:** In the back streets of Preston, a Ford E494C van, ERN139 (Preston, 1951), has just delivered to a typical corner shop. Note the period OXO advertising on the side panels.





**ABOVE:** I couldn't resist buying this model of a Mini Van, just because I liked it! The driver of XVG 401 (Norwich, 1964), waits for his girlfriend to return with a couple of ice cream cornets on a day out at Hunstanton.

steadily from there. The vehicle in the picture is HEB 281, a 1958 Bedford S Type, probably being driven by Dougie Watson from Guyhirn, who was the first driver to work for Ken Thomas back in 1948.

The only reference picture I have is a grainy black and white image of Dougie, with HEB 281 in a shed in the background. Only the nose of the Bedford is visible, but it does show a fog lamp under the front bumper which I forgot to model! I used the excellent Corgi model as my starting point, to which, like the Atlantean mentioned earlier, I have added a lot of extra detail.

When I was a child you saw them everywhere, no, not Bedfords this time, but the ubiquitous Ford E494C van. Every small business seemed to have one, the butchers, the bakers, I don't think there were many candlestick makers around, but if there had been, I'm sure they would have had an E494C. My photograph shows an E494C in a back street in Preston.

The Corgi 1/43 scale model was originally in Royal Mail livery but, to the best of my

knowledge, the Royal Mail never operated this type of vehicle, being loyal to Morris right through the BMC era and later to British Leyland and LDV. Come on Corgi, it should have been a Morris Series Z!

I removed the Royal Mail lettering with 'T Cut' (brilliant stuff) and replaced it with OXO advertising. In the early days of advertising, posters were often used on the side of delivery vans. The obvious advantage was that they could be changed at will, but prolonged exposure to the elements could fade them just like the posters you can often see on billboards today. My poster reads, "Katie says, OXO gives a meal man appeal". Does anyone still remember Katie and the OXO family? Because of the van's small windows, the driver isn't all that visible in my photograph, but I assure you he's there.

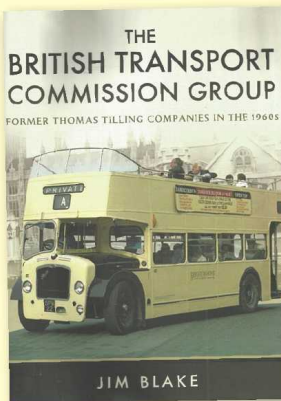
One vehicle that was definitely used by the Royal Mail is the Morris Mini Van. 521,494 of them were produced between 1960 and 1983 on the longer Mini Traveller chassis. In the 1960s, the Mini Van proved popular as an alternative to a car because,

being classed as a commercial vehicle, it wasn't subject to sales tax. Many owners customised their van by fitting wheel trims from the Mini saloon.

My last photograph is of just such a vehicle. It's from the Lledo 'Vanguards' range and was in the livery of the Metropolitan Police until I got my hands on it. Yes, the T Cut strikes again, but I think it looks quite smart in plain white. It's sometimes really frustrating to make a detailed driver figure only for him or her (political correctness duly observed) not to show up in my photographs and this one is no exception. You can see the driver's girlfriend at the ice cream kiosk though. Maybe I'll have to stick to convertibles in future. Obviously this isn't a 'model on the move' but let's just say it was moving before it stopped!

I hope my models convey at least an impression of movement but I do gain some consolation from the fact that, having looked at some back issues of Vintage Roadscene, you can't always see the drivers in the real vehicles either!





## THE BRITISH TRANSPORT COMMISSION GROUP FORMER THOMAS TILLING COMPANIES IN THE 1960S

JIM BLAKE

PEN & SWORD TRANSPORT, BARNSELY

WWW.PEN-AND-SWORD.CO.UK ISBN: 978 1 47385 722 3 £25

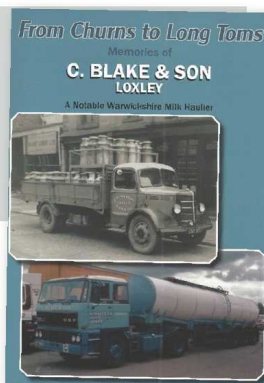
Better known for his books on London Transport, this one is a collection of the author's photographs of the buses of the nationalised Tilling Group, taken during the 1960s. With nearly 300 black and white pictures on 156 pages, there's a nice selection of the different types to be found in various fleets across the South and Midlands, areas which the author visited at the time, mainly on enthusiasts' tours. There is quite an emphasis on unusual types – at least one is seen twice – which were acquired with fleets taken over, plus vehicles rebuilt by operators, as well

as coaches and dual-purpose vehicles used on long distance services, so there's a smaller proportion of standard Bristol/ECW buses than might be expected. Altogether an interesting look at the sort of buses and coaches which served a large part of the country 50-odd years ago.

## FROM CHURNS TO LONG TOMS MEMORIES OF C BLAKE & SON, LOXLEY A NOTABLE WARWICKSHIRE MILK HAULIER

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Robin has added a new title to his series of books about hauliers in and around the Vale of Evesham. This one covers the 74 year history of a transport company which might have been sold 20 years ago, but is still remembered by many people. The book tells how Charles Blake started his business with a Model T – what else – and built up a milk collection and delivery service. His sons Norman and Geoffrey joined the business, and haulage of feed, fertilizer and produce were added – it seems everybody was working twice as hard, doubling up the day's jobs. Nationalisation was avoided, collection in churns gave way to tankers – the 'Long Toms' of the title and eventually milk gave way completely to other foodstuffs as the workload. Robin has included the stories of a number of the drivers, which adds a lot of interest, pictures and details of the vehicles used over the years. It all makes for a thoroughly interesting account of the life and times of a much-missed company.

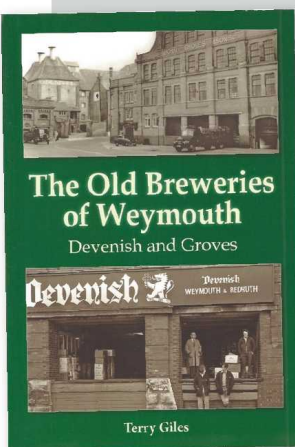


## THE OLD BREWERIES OF WEYMOUTH DEVENISH AND GROVES

TERRY GILES

ROVING PRESS, FRAMPTON, DORSET ISBN: 978-1-906651-329 £9.99

Here is the story of the two breweries situated in Hope Square, Weymouth, which fascinated the author when he visited the town on holidays. Having set the scene, he goes through the history of how the companies were set up and flourished, even through wartime problems, until their eventual takeover and closure. With plenty of illustrations, as well as the workings of the breweries, the book includes many local details, the people involved, period advertising and, of course, the transport fleets. Readers might recall the author's contributions to this magazine along these lines, but this book, one of a whole series on Dorset matters, tells the whole story of the Weymouth breweries.

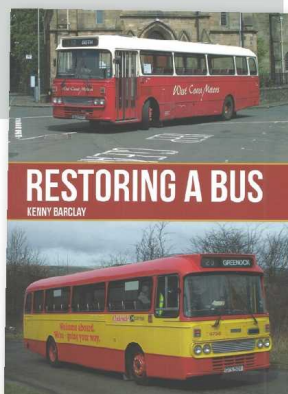


## RESTORING A BUS

BY KENNY BARCLAY

AMBERLEY PUBLISHING, STROUD WWW.AMBERLEY-BOOKS.COM  
ISBN: 978-1-4456-7372-1 £14.99

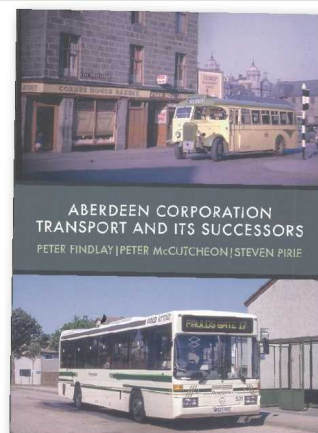
Something a little different in the series of transport books from Amberley, one of its regular authors gives an account of how he has bought and restored a total of four different Scottish Bus Group vehicles. Although comparatively recent and by no means 'basket cases', with 140 pictures in 96 pages, we get a good idea of the work, problems and enjoyment involved in owning and looking after the Alexander Y Type-bodied Leyland Leopard single-decker, AD-bodies Fleetline, RV-bodied Volvo Citybus and Plaxton-bodied Bedford YNT. If you are thinking of 'taking the plunge', rather than put you off, this will spur you on.



## ABERDEEN CORPORATION TRANSPORT AND ITS SUCCESSORS

PETER FINDLAY, PETER MCCUTCHEON AND  
STEVEN PIRIE

AMBERLEY PUBLISHING, STROUD  
WWW.AMBERLEY-BOOKS.COM  
ISBN: 978-1-4456-8035-4 £14.99



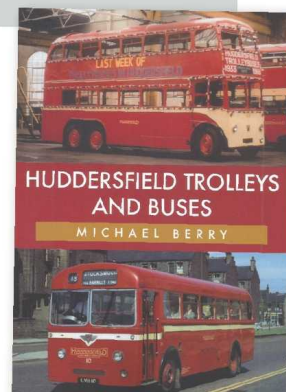
Another nice picture book from this publisher, showing Aberdeen's buses, the usual 180 or so, mostly in colour, within 96 pages, concentrating on the period from the early 1960s, through Grampian Transport and early Firstbus days, up to 1998 when green was replaced by the 'Barbie' livery. There are lots of good views of the 'Granite City' and its attractive bus fleet.

## HUDDERSFIELD TROLLEYS AND BUSES

BY MICHAEL BERRY

AMBERLEY PUBLISHING, STROUD  
WWW.AMBERLEY-BOOKS.COM  
ISBN: 978-1-4456-7678-4  
£14.99

Using Amberley's usual mainly pictorial format, this book traces the development of the town's public transport, up to the takeover by the West Yorkshire PTE. The introduction tells how the trams of this first municipal operator gave way in 1933 to the red and cream trolleybuses, then motor buses, including one man operation and those owned by the Joint Operating Committee, with the LMS Railway then BR up to 1969, plus the addition of Hanson's buses. All this is illustrated in the pictures through this book.



### ➤ Also new from Amberley are:

- Road Rollers, by Anthony Coulls
- The English Bus Scene Since 1990, by Peter Horrex
- Sussex Buses, by John Law
- Jaguar XKs, by John Nikas, with photography by Marc Vorgers



# Rally Round-up

## Thirsk Truck Gathering

The sixth annual Truck Gathering was held at the Farmers Auction Mart, Thirsk, North Yorkshire, on June 23rd. The event promises family fun and entertainment, and while the emphasis might be on 'modern classics', there were plenty of older lorries to be seen as well. **Andy Taylor** sent us some pictures...



Above: Standing out from the more modern Volvo and DAF tractor units of Ken Longthorne of Hebden, Skipton, was this 1930 Dennis 30 cwt dropside lorry.



Above: Geoff Dodds Transport, based locally at Sutton, had this Atkinson, MVD 432L, a 'Killingbeck Special' twin-steer tractor unit, Volvo F88-290, PDN 285P, as well as an FH12 tractor unit, T362 KAO, at the Thirsk Gathering.



Above: Wrights of Chester-le-Street, Co Durham was showing its Volvo FL10, R109 DPV, and two F10s, D630 HCL and B 5 OBB, to the rear.



Above: This imposing 1957 Rotinoff, UAS 407, was with the Swiss Army, then Tony Jordan, Graham Booth and now with Mark Lord of Boroughbridge.

Left: Almost glowing in the dusk, before all the vehicles lit up the night, was this impressive bonneted Scania 142M three-axle heavy haulage unit of G C S Johnson, based in Richmond, North Yorkshire.



Above: A great line-up of Atkinson Borderer, ARE 264M, and ERF A Series, WWY 728L, both in Robinson of Northallerton livery, flank Atkinson viewline, WYO 314H, originally with Pickfords.



Above: This Scania-Vabis L76 tractor unit, OTO 356F, in the livery of Graham (Commercials) of Carlisle, would have been among the first of the type imported to the UK.



# Ayrshire Road Run

**Alex Saville** writes: another year passes, and it was time for the annual two day Ayrshire Road Run, held on 7-8th of July. Scotland's Premier Road Run celebrates its 25th anniversary this year and continues to go from strength to strength, with no shortage of participants from all over Britain and Northern Ireland. Good planning by Bill Reid Jim Smith led to a magnificent display of vehicles, including vintage and classics, on the Low Green, Ayr, ready for the two-day trip to Portpatrick and back. Bill Reid has also written a book on the 25 years of the event, available from Amberley Publishing of Stroud – well worth the money!



Above: An ERF EC8 fire engine entered by Jim Smith of Cumnock, who has supported the Ayrshire Road Run for many years, bringing along one of his many vehicles.



Above: An AEC Mandator tractor unit, MYD 967L, in the livery of F Davidson of Irongray, Dumfriesshire, owned by Tom Gillespie of Auldgirth, Dumfriesshire.



Above: The ERF C Series, D258 YVT, of Graeme Muncaster of Egremont Cumbria.



Above: The Rolls-Royce 265L-powered ERF B Series, owned by Angus Hodgson and Stuart Warbeck of Dumfries. Bill Reid tells me the paint job was so good, it was left in the previous owner's livery with the duo's HWM on the headboard.



Above: Foden V973 DRC also owned by Messrs Hodgson & Warbeck. The paint was selected to match the ERF. Its 'Doonhamer' name is a reference to how Dumfries folk describe themselves (Any further 'DOON' in Scotland and it would be in the Solway Firth!)



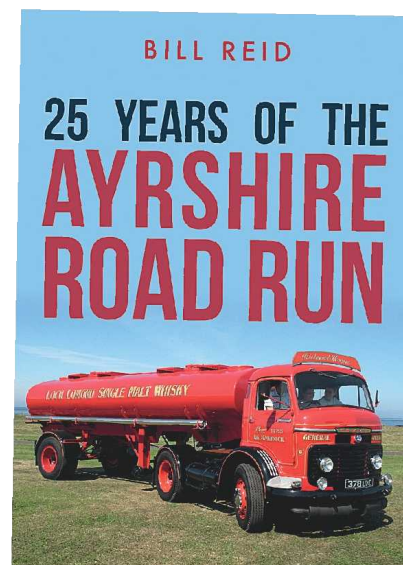
Above: A Karrier Bantam dropside, EKP 227K, owned and displayed by Wilsons Auctioneers, with an interesting hammer 'load'.



Above: This Volvo/Van Hool coach, J11 SKY, in the original livery of SKYE-WAYS, was entered by Scott Campbell of Inverness. This was a well-known firm to regulars on the A82 from Glasgow, which I'm pleased to see preserved.



Above: A Scammell Crusader in the livery of Coombe Valley Transport, Dover. I have no information on it as it just appeared on the Low Green, but no doubt someone can tell us its background.





# Wiston Steam Rally

**Vic Capon** visited this rally, held on 7-8th July this year at Wiston Park, on the South Downs, near Steyning, West Sussex, and discovered a large number of different vehicles on show, including many interesting commercials.



- 1: This sleeper-cabbed Scammell Crusader, HBW 88N, has been restored in the livery of JWO, of Reading and Sheerness, complete with TIR plate, relating to the company's international operations.
- 2: The rare 1964 Scammell Handyman Mk I, AYD 610B, of W Viney, of Bruton, Somerset, was seen at rallies last year with one of its screens missing. This has now been replaced and the vehicle really looks great.
- 3: Another Scammell at Wiston was Highwayman ballast tractor, 310 KTM, beautifully restored in its original London Brick Company colours.
- 4: Carrying the name 'Waterlooville Plant Hire' and a TFL recovery crane, this ex-WD Diamond T tank transporter tractor, registered ASJ 418, looked ready for just about anything.
- 5: Unusual in the Pickfords fleet for its box wings, rather than cycle wings, at the front, here is Scammell Junior Constructor 6x4 tractor, UXC 619, M1833.
- 6: It wasn't all Scammells and wreckers at Wiston, but there were a number which caught the eye. This is 1966 Gardner 180-powered S34-cabbed Foden six-wheeler, GFX 28D, of P H Antell, of Shillingstone, Dorset.
- 7: A couple of light vehicles for a change – there were plenty of these as well as cars – here is an Austin Morris-badged J4 van, SVR 920K, in the process or restoration, once common, now rarely seen.
- 8: An unexpected sight is a Morris-Commercial J Type van, believed to be finished in the livery of a Christchurch, New Zealand bakery.



# Rempstone Steam Rally

**Malcolm Ranieri** and **Dick Furniss** visited the Rempstone Steam and Country Show, held on 14-15th July this year, at Wymeswold, Leicestershire. This is the oldest surviving steam rally, on the Beeby family's Turnstone Farm, with only three missed, because of foot and mouth or bad weather, since 1956. Lots of commercials are exhibited, as well as the steam engines.



Above: This 1935 Albion LH463, BAU 329, spent many years travelling round Leicestershire as a mobile hardware shop, then to rallies since the 1970s. (MR)



Above: The unusual late-model Jensen lightweight, with registration JGR 17 (Sunderland, 1957), previously SSL 291, with its forward-mounted cab, restored by the Walsh Brothers of Manchester was seen at the Rempstone rally. (MR)



Above: This is Austin K2 dropside, ERY 998 (Leicester, 1946), restored to the livery of Hoskins Brewery by the Leicester Museum of Technology. (MR)



Above: In case we forget this was a steam rally, here is 1933 Sentinel S4 Waggon No 8884, TJ 3319, in the livery of Stoke-on-Trent corn merchant, A & F Williamson & Sons. (DF)



Above: Unity Garage of Leicester had several recovery vehicles at the show, including this 1931 Ford AA, registered 4199 RA, a long wheelbase Land Rover and a six-wheeled DAF 3600. (DF)



Above: The AEC Matador recovery which worked from the lorry manufacturer's Nottingham depot has been restored and was seen at the rally. (DF)



Above: This powerful-looking Rolls-Royce powered ERF KV66R six-wheeled tractor unit was originally used by the UK Atomic Energy Authority at Windscale.



Above: Still working hard with the fairground operators at Rempstone was this Cummins 290-powered ERF B Series, LDD 781V, fitted with a short van body and pulling two draw-bar trailers.



# Cart Marking

**Peter Quinn** and **Jim King** were there. Jim writes: the Worshipful Company of Carmen celebrated its 501st Anniversary with the Cart Marking Ceremony, at Guildhall Yard, London on Wednesday 18th July. The association's motto is 'scite cito certe', which means skilfully, swiftly, surely. The Lord Mayor of London, Charles Bowman, met the Master Carman, Patrick Marsland-Roberts TD, and both were presented with flame-retardant gloves by the Master Glover, Alvan Seth-Smith. The Pikemen and Musketeers of the Honourable Artillery Company, the official bodyguards of the Lord Mayor, made a splendid sight on parade, a fantastic start to the day's proceedings. Around 10 am, a parade of 46 vehicles passed through the yard to be 'marked' with a hot branding iron, on a wooden plaque attached to the vehicle. These ranged from horse-drawn carts of the 1800s to brand new commercial vehicles. The marking dates back to the earliest form of vehicle licensing, originally used on the carts and barrows of traders wishing to work in the London area. At 12.30, after a second passing of the vehicles, whereupon the Carmen doffed their hats in recognition of all their sterling efforts, around 600 people attended a champagne reception and lunch in the Great Hall. This event is open to the public, with free admission, and was most memorable on a really hot sunny day. What else would a retired chap do on a Wednesday morning?



**Above:** Entry 10 was a Ford Model TT Hucks Starter. As aircraft engines became more powerful, they could no longer be started by manually swinging the propeller, so Bentfield Hucks modified a vehicle chassis to enable the propeller to be swung mechanically. (PQ)



**Above:** Entry 18 was a Bedford OLBC 800 gallon fuel tanker, which served the British Army from 1952 to 2000, covering less than 4500 miles, and is now in the Royal Logistics Museum, Deepcut. (JK)



**Above:** Entry 20 was the Rutland Eagle twin-steer of Knowles Transport, new to the company in 1955, fitted with an AEC engine and gearbox, plus an Eaton two-speed axle, produced by Rutland MTN of New Addington, Surrey, which ceased production in 1957. (JK)



**Above:** Entry 42 was this 1914 AEC B Type of the London General Omnibus Company, was one of over 1000 buses commandeered during World War I, to carry soldiers, stores and casualties, now restored by the London Transport Museum, Brooklands. Behind is entry 45, London Transport RTW 487, one of nearly 7000 'RT' family buses, 500 of which were 8 ft wide RTWs with Leyland chassis, and entry 43, RML3, one of four prototype Routemasters tested 1954-58, before production began, this one with Leyland engine and Weymann body, used on Willesden garage on route 8 across central London. (PQ)



**Above:** This 1890 Charabanc, named Queen of Dunoon, was also celebrating the 100th Anniversary of the Suffragists. (JK)



**Above:** Entry 44, the 1930 AEC Regent 1, with its open staircase, now restored in Thomas Tilling livery. Withdrawn in 1946, it served as a canteen until 1954. (JK)



# Ackworth Steam Rally

**Keith Baldwin** says Sunday, 22nd July saw him getting his passport stamped for entry on the Yorkshire border, to visit the Ackworth rally, near Pontefract, where there was a fine selection of vehicles at a gathering which caters for all the family, with stalls, a fun fair and a parade ring.



**Above:** An unusual 1970 Volvo F88 four-wheeled platform lorry, OCK 338H, a left hand drive vehicle which apparently originally worked in France.



**Above:** Another import, a Bedford TA which was originally a fire engine in New Zealand, now registered 424 XUJ, with a dropside body, now carrying the name of Huddersfield scrap metal dealer, B & T Sykes.



**Above:** Finished in its original Wynns livery, KAX 395P, 'Renown' is a Scammell Contractor heavy haulage tractor. **Right:** This Scammell Mountaineer, MDW 947, was originally in the Wynns fleet, as the registration suggests, but is now one of Gee's of Wakefield's preserved vehicles, usually seen at Ackworth.



**Above:** Originally in the London Brick Company fleet, NNM 600 is an AEC Mercury, now with Roy Cawood of Malton, North Yorkshire, now fitted with a box van body adorned with 'The Bisto Kids'.



**Above:** An Albion Reiver six-wheeler, 519 YUT, carrying a Trojan breakdown truck, RRO 240A, both in the livery of B Glynn & Sons, of Denaby Main, near Doncaster.



**Above:** This 1947 Gardener-powered Foden DG six-wheeled platform lorry, FGE 991, looks good in the livery of J W Ward of Wakefield.



# Rally Diary

*Here is a selection of events being held during the coming month which we think will be of interest to Vintage Roadscene readers.*

It's getting towards the end of a (mostly) successful season this year, but there's still time to visit one of the many rallies at this time of year, so here is a list of events, covering the weekends between the publication dates of this and the next issue. If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages. Hopefully, the weather will improve and everyone will enjoy their day out, wherever they go. Please let us know if you enjoyed an event – or were disappointed – and if you see anything interesting, send us a picture for our future Rally Scene pages...

## SEPTEMBER

**15th September** – TRACTOR ROAD RUN, Mill Yard, Old Mill, Cloughmills, Co Antrim, N Ireland, 07761 078118

**15th September** – CORBET TRACTOR RUN Corbet Crossroads, Castlewellan Road, Banbridge, Co Down, N Ireland, 07849 662758

**15th September** – FAIRGROUND AT NIGHT, Hollycombe Working Steam Museum, Iron Hill, Liphook, Hampshire GU30 7LP, 01428 724900

e-mail: info@hollycombe.co.uk  
www.hollycombe.co.uk

**15th September** – TIGER DAY X, The Tank Museum, Linsay Road, Bovington, Wareham, Dorset BH20 6JG, 01929 405096

e-mail: info@tankmuseum.org  
www.tankmuseum.org

**15th-16th September** – STOKES PRIOR STEAM RALLY, Little Intall Fields, Stoke Pound Lane, off Hanbury Road (B4091), Stoke Prior, Bromsgrove, Worcestershire B60 4LF, 07808 173400

e-mail: keith@shakespearesteamrally.com  
www.shakespearesteamrally.com

**15th-16th September** – LYTHAM HALL STEAM RALLY, Lytham Hall, Ballam Road, Lytham, Lancashire FY8 4JX, 07770 470834

e-mail: paul.quigley003@btinternet.com  
www.lythamhall.org.uk

**15th-16th September** – NORTH RODE RALLY, Station Road, Bosley (off A54), Congleton, Cheshire CW12 2PH, 07759 603168

e-mail: nigelmoss1962@gmail.com

**15th-16th September** – HERITAGE OPEN DAYS, Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW, 0161 2052122

e-mail: email@gmts.co.uk  
www.gmts.co.uk

**15th-16th September** – 1940s WEEKEND, North Norfolk Railway,

Sheringham Station, Sheringham, Norfolk NR26 8RA, 01263 820800

e-mail: enquiries@nnrailway.co.uk  
www.nnrailway.co.uk

**15th-16th September** – WINTERTON TRACTOR & VINTAGE SHOW, Winterton Showground, near Scunthorpe, Lincolnshire DN15 9UG, 01724 734429

e-mail: theglynmorgan@gmail.com

**15th-16th September** – LITTLE CASTERTON WORKING WEEKEND, Hall Farm, Little Casterton, near Stamford, Rutland PE9 4BE, 01780 763254

www.knight-ltd.co.uk/lcw.htm

**15th-16th September** – VINTAGE EXCAVATOR WORKING WEEKEND, Threlkeld Quarry & Mining Museum, Threlkeld, Keswick, Cumbria CA12 4TT, 01768 779747

e-mail: threlkeldquarrymuseum@btconnect.com

www.threlkeldquarryandminingmuseum.co.uk

**15th-16th September** – GRAND HENHAM STEAM RALLY, Henham

Park, near Southwold, Suffolk NR34 8AQ, 01502 578053

e-mail: info@henhamsteamrally.com

www.henhamsteamrally.com

**15th-16th September** – SALUTE TO THE 40s, The Historic Dockyard, Chatham, Kent ME4 4TZ, 01634 823816

e-mail: aalmond@chdt.org.uk

www.thedockyard.co.uk/salutetothe40s

**15th-16th September** – TRUCKFEST NORTH WEST, Cheshire Showground, Flittogate Lane, Tabley, Knutsford, Cheshire WA16 0HJ, 01775 768661

e-mail: info@livepromotions.co.uk

www.livepromotions.co.uk

**16th September** – LAMERTON TRACTOR DAY AND COUNTRY FAIR, Lamerton, Tavistock, Devon, 01822 810027

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given here.

e-mail: blacksheep@thealecrafts.co.uk

**16th September** – CLASSIC VEHICLE GATHERING, Rural Life Centre,

Reeds Road, Tilford, Farnham, Surrey GU10 2DL, 01252 795571

e-mail: helen@rural-life.org.uk

www.rural-life.org.uk

**22nd September** – 10TH ANNUAL VINTAGE SHOW, Annalong, Co Down, N Ireland, 07802 393567, Parade leaves Marine Park, Annalong 10.30am

**22nd September** – KILCORNAGHAN VINTAGE RALLY, Kilcurnaghan Centre, near Tobermore, Co Londonderry, N Ireland, 02879 627826

**22nd September** – FAIRGROUND AT NIGHT, Hollycombe Working Steam Museum, Iron Hill, Liphook, Hampshire GU30 7LP, 01428 724900

e-mail: info@hollycombe.co.uk

www.hollycombe.co.uk

**22nd September** – LINCOLN AUTOJUMBLE, Hemswell Cold Store,

Caenby Corner Estate, near Lincoln DN21 5TU, 07816 291544

Email: lincolnautojumble@hotmail.co.uk

www.lincolnautojumble.com

**22nd-23rd September**, KETTERING VINTAGE RALLY & STEAM FAYRE, Cranford, near Kettering, Northants NN14 4AW, 01536 500164

e-mail: cranfordrally@ntlworld.com

www.ketteringvintagerally.co.uk

**22nd-23rd September** – VINTAGE 999 WEEKEND, London Museum of Water & Steam, Kew Bridge, Green Dragon Lane, Brentford, London TW8 0EN, 0208 568 4757

www.waterand-steam.org.uk

**22nd-23rd September** – TROLLEYBUS WEEKEND, East Anglia Transport Museum, Chapel Road, Carlton Colville, near Lowestoft, Suffolk NR33 8BL, 01502 518459

e-mail: eastangliatransportmuseum@live.co.uk

www.eatransportmuseum.co.uk

**22nd-23rd September** – TROLLEY DAYS & STEAM RALLY, The Trolleybus Museum, Belton Road, Sandtoft, Doncaster, North Lincolnshire DN8 5SX, 01724 711391

e-mail: trolleybusmuseum@sandtoft.org

www.sandtoft.org

**22nd-23rd September** – QUANTON TRACTION ENGINE RALLY, Buckinghamshire Railway Centre, Station Road, Quanton, Aylesbury, Bucks HP22 4BY, 01296 655720

e-mail: office@bucksrailcentre.org

www.bucksrailcentre.org

**22nd-23rd September** – SOMERSET FESTIVAL OF TRANSPORT, Frome Showground, Somerset BA11 5ES, 07900 695620

e-mail: tonytc.2@btinternet.com

**22nd-23rd September** – STEAM, VINTAGE & TRACTOR FESTIVAL, Morwellham Quay, near Tavistock, Devon PL19 8JL, 01822 832766

e-mail: admin@morwellhamquay.org

www.morwellhamquay.co.uk

**22nd-23rd September** – OUSE VALLEY WORKING VINTAGE RALLY, St Judes Farm, Haynes, Bedford MK45 3QR, 07971 052170

www.ovtc.org.uk

**22nd-23rd September** – THE SYWELL CLASSIC - PISTONS AND PROPS, Sywell Aerodrome, Hall Farm, Sywell, Northamptonshire NN6 0BN, 01775 768661

www.sywellclassic.com

**22nd-23rd September** – BARNARD CASTLE VINTAGE RALLY, Streatlam Farm, Barnard Castle, Co Durham DL12 8TZ, 07947 799738

e-mail: colin.b.larcombe@talktalk.net

**23rd September** – 'NORMOUS NEWARK AUTOJUMBLE, Newark & Notts Showground, Newark, Nottinghamshire, 01507 529430

e-mail: jbeeson@mortons.co.uk

www.newarkautojumble.co.uk



An interesting shot from Andy Taylor at the Cheshire Steam Fair, on 14-15th July, of the commercial vehicle lines, with the Bedford RL of Sproston Lime, KYX 782D, in front of the Scammell MU ballast tractor, UXP 110, restored in Edward Beck livery, an ERF A Series tractor unit, over which a modern Scania towers at the rear.



**23rd September** – WORLD WAR ONE EVENT @ THE BRICKWORKS MUSEUM, The Brickworks Museum, Swanwick Lane, Swanwick, Hampshire SO31 7HB, 01489 576248  
email: admin@bursledonbrickworks.org.uk  
www.bursledonbrickworks.org.uk

**23rd September** – VINTAGE DAY, Crich Tramway Village, The National Tramway Museum, Crich, near Matlock, Derbyshire DE4 5DP, 01773 854321  
e-mail: enquiry@tramway.co.uk  
www.tramway.co.uk

**23rd September** – BUS SHOW AND RUNNING DAY, Amberley Museum and Heritage Centre, Station Road, Amberley, Arundel, West Sussex BN18 9LT, 01798 831370  
e-mail: office@amberleymuseum.co.uk  
www.amberleymuseum.co.uk

**23rd September** – VINTAGE FARMING DAY, Bressingham Steam & Gardens, Low Road, Bressingham, Norfolk IP22 2AA, 01379 686900  
e-mail: info@bressingham.co.uk  
www.bressingham.co.uk

**23rd September** – AUTUMN AUTOJUMBLE  
Grampian Transport Museum, Montgarrie Road, Alford, Scotland AB33 8AE, 01975 562292  
e-mail: info@gtm.org.uk  
www.gtm.org.uk

**29th September** – BEDFORDSHIRE ROAD RUN, Steam, Tractors, Commercial and Cars on a scenic route through Bedfordshire, 01462 887200  
e-mail: show@bseps.org.uk  
www.bseps.org.uk

**29th September** – ROAD, RAIL, STEAM & FAIR ORGANS, Tinkers Park, Hadlow Down, East Sussex TN22 4HS, Free connecting bus service  
email: info@tinkerspark.com  
www.tinkerspark.com/home/open-day/

**29th September** – CLASSIC SCOOTERS DAY, Amberley Museum and Heritage Centre, Station Road, Amberley, near Arundel, West Sussex BN18 9LT, 01798 831370  
e-mail: office@amberleymuseum.co.uk  
www.amberleymuseum.co.uk

**29th September** – FAIRGROUND AT NIGHT, Hollycombe Working Steam Museum, Iron Hill, Liphook, Hampshire GU30 7LP, 01428 724900  
e-mail: info@hollycombe.co.uk  
www.hollycombe.co.uk

**29th September** – WINDSOR INTERNATIONAL TOY FAIR – new venue – Windsor Leisure Centre, Stovell Road, Windsor, SL4 5JB, 07825 564960  
e-mail: info@windsortoyfair.co.uk  
www.windsortoyfair.co.uk

**29th-30th September** – KINGSFOLD STEAM, VINTAGE RALLY & KITE FESTIVAL, Wattlehurst Farm, (A24) Kingsfold, Sussex RH12 3SD, 01342 327852  
e-mail: chairman@wealdpower.co.uk

**30th September** – NEWBURY 4X4, LAND ROVER & VINTAGE SPARES DAY, Newbury Showground, Hermitage, Newbury RG18 9QZ, 01697 451882  
e-mail: woodyauto@hotmail.co.uk  
www.4x4sparesday.co.uk

**30th September** – STANDARD TRIUMPH SHOW, Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW, 0161 2052122  
e-mail: email@gmts.co.uk  
www.gmts.co.uk

**30th September** – CLASSIC CAR DAY, Beamish Museum, Beamish, Stanley, Co Durham DH9 0RG, 0191 3704000  
e-mail: museum@beamish.org.uk  
www.beamish.org.uk

**30th September** – Gaydon Military Show, British Motor Museum, J12 M40, Banbury Road, Gaydon, Warwickshire, CV35 0BJ, 01926 649649  
e-mail: shows@britishmotormuseum.co.uk  
www.britishmotormuseum.co.uk/events/gaydon-military-show

## OCTOBER

**6th October** – CRANMORE VINTAGE SALE, East Somerset Railway, Cranmore, Somerset BA4 4OP, 01225 754374  
e-mail: petergear@hotmail.co.uk



This 1954 Thames 4D, NUY 818, seen at the Cheshire Steam Fair, looks most attractive in the livery of K & B Clorey of Wellington, with its tilt no doubt cleverly containing some living accommodation.

**6th October** – HARVEST RALLY, Armagh, Co Armagh, N Ireland, 07519 651736

**6th October** – VINTAGE TRACTOR RUN, Starts at Bryan Hanna's Farm, Vow Road, Ballmoney, N Ireland, 07711 012705

**6th October** – CLASSIC VEHICLES DAY, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD, 01473 715666  
e-mail: enquiries@ipswichtransportmuseum.co.uk  
www.ipswichtransportmuseum.co.uk

**6th October** – FAIRGROUND AT NIGHT, Hollycombe Working Steam Museum, Iron Hill, Liphook, Hampshire GU30 7LP, 01428 724900  
e-mail: info@hollycombe.co.uk  
www.hollycombe.co.uk

**6th-7th October** – AUTUMN TRACTOR WORLD SHOW & CLASSIC COMMERCIAL SHOW, Newbury Showground, Hermitage, Chieveley, Berkshire RG18 9QZ, 01697 451882  
e-mail: info@markwoodwardclassicevents.com  
www.tractorworldshows.co.uk

**6th-7th October** – FAIRGROUND ORGAN FESTIVAL, Milton Keynes Museum, McConnell Drive, Wolverton, Milton Keynes MK12 5EL, 01908 379748  
e-mail: erniethomas23@yahoo.co.uk  
www.miltonkeynesmuseum.org.uk

**6th-7th October** – AUTUMN COUNTRYSIDE SHOW, Weald & Downland Open Air Museum, Singleton, Chichester, West Sussex PO18 0EU, 01243 811348  
e-mail: events@wealddown.co.uk  
www.wealddown.co.uk

**6th-7th October** – VINTAGE FESTIVAL OF LIGHT, Ashover Showground, Milken Lane, Ashover, Derbyshire, S45 0AB, 07591 915104  
e-mail: mail@vintagefestivaloflight.org.uk  
www.vintagefestivaloflight.org.uk

**7th October** – TWYFORD WATERWORKS AUTUMN RALLY, Twyford Waterworks, Hazeley Road, Twyford, Winchester, Hants SO21 1QA  
e-mail: enquiries@twyfordwaterworks.co.uk  
www.twyfordwaterworks.co.uk

**7th October** – AUTUMN HISTORIC TRANSPORT GATHERING, Amberley Museum and Heritage Centre, Station Road, Amberley, Arundel, West Sussex BN18 9LT, 01798 831370  
e-mail: office@amberleymuseum.co.uk  
www.amberleymuseum.co.uk

**7th October** – GARSTANG AUTOJUMBLE, Hamilton House Farm, Tarnacre Lane, Garstang, Preston PR3 0TB, 07836 331324  
e-mail: info@garstangautojumbles.co.uk  
www.garstangautojumbles.co.uk

**7th October** – STEAM@ALFORD, Grampian Transport Museum, Montgarrie Road, Alford, Scotland AB33 8AE, 01975 562292

e-mail: info@gtm.org.uk  
www.gtm.org.uk

**13th October** – PORTGLENONE ROAD RUN, The Hawthorn Inn, Kilrea Road, Portglenone, Ballymena, Co. Antrim, N Ireland, 028 2582 2333/07809 357472

**13th October** – ARMAGH DOWN VINTAGE RALLY, 37 Fir Tree Lane, Scarva, Armagh, N Ireland BT63 6NY, 07766 425260  
e-mail: samanthajane6465@icloud.com

**13th October** – FAIRGROUND AT NIGHT, Hollycombe Working Steam Museum, Iron Hill, Liphook, Hampshire GU30 7LP, 01428 724900  
e-mail: info@hollycombe.co.uk  
www.hollycombe.co.uk

**13th October** – END OF SEASON STEAM-UP, The New Leathern Bottle, Jealotts Hill, Warfield, Bracknell, Berkshire RG42 6ET  
e-mail: info@bshmc.co.uk  
www.bshmc.co.uk

**13th-14th October** – OCTOBER STEAM PARTY, Klondyke Mill, Draycott-in-the-Clay, Staffordshire DE6 5GZ, 01543 491485  
e-mail: turner@tjerry9.orangehome.co.uk  
www.nsctec.co.uk

**14th October** – DEANWOOD EVENTS, End of Season Annual Road Run in memory of Mrs D Wilson, Depart Leyland Commercial Museum 9.00am through Lancashire and North Yorkshire, 01524 791026  
e-mail: michaeljbriggs@btinternet.com

**14th October** – RUNDLES & EPTONS STEAM-UP, New Bolingbroke, Nr. Boston, Lincolnshire PE22 7LN, 07939 212586

**14th October** – ISLE OF AXHOLME RUNNING DAY & RALLY, The Trolleybus Museum, Belton Road, Sandtoft, Doncaster, North Lincolnshire DN8 5SX, 01724 711391  
e-mail: trolleybusmuseum@sandtoft.org  
www.sandtoft.org

**14th October** – CLASSIC LAND ROVER DAY, Amberley Museum and Heritage Centre, Station Road, Amberley, near Arundel, West Sussex BN18 9LT, 01798 831370  
e-mail: office@amberleymuseum.co.uk  
www.amberleymuseum.co.uk

**14th October** – THE SPRATT & WINKLE RUN, Sevenoaks, to The Stade, Winkle Island, Hastings, 01342 892511  
e-mail: moopanda@aol.com  
www.hcvs.co.uk

**14th October** – LAND ROVER DAY, Rural Life Centre, Reeds Road, Tilford, Farnham, Surrey GU10 2DL, 01252 795571  
e-mail: helen@rural-life.org.uk  
www.rural-life.org.uk

**14th October** – AUTUMN RUNNING DAY, The Transport Museum, Chapel Lane, Wythall, Birmingham B47 6JX, 01564 826471  
e-mail: enquiries@wythall.org.uk  
www.wythall.org.uk



## HITS AND MISSES

Please allow me to return to the above subject as there were plenty of hits and close misses in the early years of my driving career, in fact it seems that every decade prior to 1980 was thwarted with hits, lots of them, many resulting in life-changing circumstances for both the drivers and employees within the transport industry.

It has to be said that not all of them were so serious that they resulted in injury or dismissal from their employers. Looking back, many were hilarious and, though it may be wrong, I still at times break out in fits of laughter 50 years on.

Accidents and incidents in the early years were accepted as part of the package, most of them being self-inflicted by carelessness and downright stupidity, and I for one admit to being guilty of putting myself in vulnerable and dangerous situations on occasion. But that's how it was. We had no training whatsoever, with no safety equipment provided and, as I mentioned many months ago, one was lucky to receive a pair of safety gloves for roping down a load.

I mentioned in my opening paragraph the year 1980, because in my own experience everything regarding health and safety, in-house training (depending who you drove for) all seemed to start off at the beginning of that decade. So let's kick off with an incident that did not result in injury, the only damage being to one's pride – oh, and a nasty insurance claim and repair bill.

Returning from two days spent in London, tipping and reloading, I made it back to Blythe services on the old A1, west of Bawtry (not to be confused with the current Moto services on the southbound carriageway, though I do believe many of the staff were taken on by the all new Moto company). However, having officially 'booked off' on my running sheet and rang into the depot using the café payphone (no mobiles or cab phones in those days), I joined two other drivers and we all piled into an old Seddon, for a lift home to Hull. Not the best of taxi rides, it has to be said, and yes my boss at that time was fully aware of night out fiddles as long as the motor was parked at the same place as the log book stated it was.

Next morning, up and out bright and early and, within five minutes, I was aboard a Bedford TK belonging to Deblin Transport, ironically the company I would come to drive for a year later. Unfortunately, the driver was only going to Finningley, where he had an early delivery for the old RAF Air Base. Having stood on the side of the road for a short time pegging a lift, the first motor to pull up was a Guy Warrior, belonging to Archibald Transport based in Hull, carrying a full load of packaged

plywood.

I climbed high up into the cab and told the driver that I was only going to Blythe transport café and could he please drop me there. "Running in are you mate?" he asked with a broad grin on his face. "Yes," I replied, "run in change over and out again." "No problem mate, I'll be doing the same tonight if I get far enough back," he replied. A heavy clunk told me that first gear had been engaged but, as we proceeded to move forward, there was an almighty bang as we both shot up into the roof lining. I can't recall if it was plastic, hardboard or tin, but we both had sore heads, as we landed back down in our seats, shaking and staring at each other and asking what the hell was that.

The driver quickly re-applied the hand brake as we both jumped from the cab to find the twin-axle trailer on its knees. Luckily the 20 tonnes of plywood had not shifted. Thank God it was banded with steel and the driver, unlike some, had had the common sense to cross rope the front packages. Amazingly, the winding legs had not broken, maybe due to the fact that the trailer was fully loaded right back to the rear, but the question begs how the hell did the driver travel some 40-odd miles from Hull before the trailer didn't want to go any further that day and decided to part company. Leaving Hull alone would involve many stop-start junctions and traffic lights in the centre of the town, way before the A63 city by-pass, so why it didn't part company earlier is any one's guess.

In such circumstances as the driver found himself, there are several ways in which to recover your trailer, providing the legs are still in one piece. Heavy lifting equipment could be used, such as a heavy-duty fork-lift, to raise the front of the trailer, while the driver lowered the legs, or the cheapest method (without the boss finding out) was to wind the legs down in low winding gear, thus raising the trailer.

It was 'bloody hard work'. You needed a lot of arm muscle. An hour of blood, sweat and tears and a bag of plasters to cover the hand blisters. I know! I've done it. But in this case, the driver had moved too far forward before hitting the brake pedal, thus snatching all the air lines and electric lead making it not possible to tow legally.

Further to this subject I would like to make a diversion to a letter I read from Jack Raine, 'Well known names', Scene and Heard issue 225, August. Jack mentions Arrow Bulk carriers was owned by Townsend Tankers, operating out of Oldham and the late owner's wife taking over the business for a while before selling on to Arrow. While I do not doubt this information in any way, I am amazed that I myself did not know the history of 'Arrow

Bulk Carriers', as they ran out of Hull and were based down Lime Street off Holderness Road. A board situated above the traffic office read 'Arrow Bulk Carriers. Head Office'. The company ran a very smart fleet of Scammell Highwayman artics and I seem to remember a four-wheeler or two, used for small quantity deliveries. The depot and weighbridge are still there today, used mainly for bulk tankers and anyone else needing to know their gross weight. I have used it in the past to weigh my caravan, a little costly at £20 a time, but better to be safe.

So, did Arrow Bulk have more than one depot or was there more than one company operating under the same name. It's amazing the information one can get from reading Vintage Roadscene, maybe the powers that be can dig deeper into their files and put us all right.

Incidentally, in the early 1970s, Arrow Bulk needed to recruit several new drivers and, having a little experience on road tankers, mainly 'Roll on Roll off' or 'RORO', as it was called, I applied for a position with them. I dressed up and reported on the one and only date specified, only to find 22 drivers in front of me at 9.30 am in the morning. This was no ordinary interview. The likes of 'Yes mate, there's the motor, when can you start!' was not in the format of Arrow Bulk. It was four hours later when I finally entered the office for my interview and was told: "You'll hear from us shortly." I did hear later: "Sorry Mr Featherstone, no luck this time." And the rest, as they say, is history...

## EIGHT-WHEELERS REMEMBERED

In issue 225, August 2018, you show some pictures of 8x4 trucks. There are two of interest to me, the first being the Ancliff tanker. My father drove for Ancliff on one of these Atkis, on bulk lime out of ICI Horton-in-Ribblesdale, they could fill the tank to the brim with that product, as burned lime is quite light. He used to deliver it to water treatment plants in the North of England and Southern Scotland.

The second one of interest is the Alfred Hymas Volvo tipper. This was supplied by the Crossroads Group, Volvo distributors, with headquarters in Birkenhead, near Bradford. I was employed there for 25 years before retirement on the sales side of the business. The Tipcon event in Harrogate was at the Queens Hall. It was to cease in the late 1990s (*and revived more recently in a different format – Ed*). Hauliers would arrive from all over the country and it was always a well-attended event.

**J Christie, Skipton**



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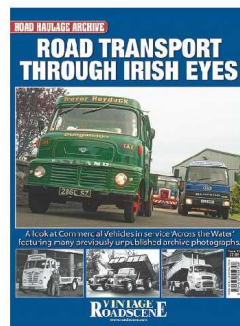
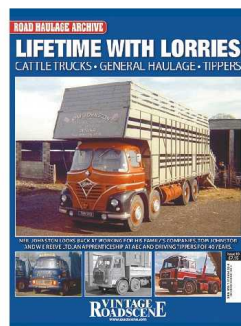
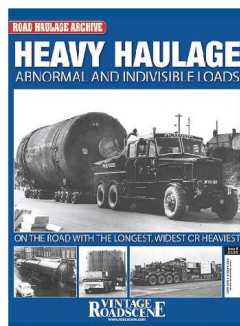
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## ANOTHER EIGHT-WHEELER REMEMBERED

I write with regard to issue 225, August, of Vintage Roadscene Magazine. As I was looking through the pages of the magazine I noticed a picture of an eight-wheeled tipper of Tattons of Onnely, which I recognised.

When I was a lad in the 1950s, I used to travel with my father, to Trentham Gravel Quarry, Pipegate, to load gravel and I remember this vehicle as it was always very impressive and different-looking. I remember that the driver was known as 'Fuzz' because of his hair style.

I believe that the truck was purchased new from Tillotsons of Newcastle. I remember the body being glass-fibre, but in the picture it does look like alloy? The tipping body was very well made. While on its first journey transporting gravel, small holes had to be drilled in the backboard to aid the water to drain away.

The vehicle used to be parked in a farmer's field when not in use. There was no security so, at weekends, local children used to play on the farm and consequently in the vehicles, pulling knobs and turning everything.

One Monday morning at around 4.30 am Fuzz started his day in the usual manner, and began his drive to the quarry ready to join his colleagues in the queue to load. Unbeknown to him, and more importantly unchecked, the tipping gear was engaged. Two miles into the journey, the body would have been un the fully-tipped position. In Pipegate, there was a railway station,

with a steel bridge that crossed the road and, in the dark, and travelling at about 40 mph, the truck hit the bridge square-on! The truck was written off and never seen again. fortunately, Fuzz was unhurt, but fully awake after hitting the bridge!

Thank you for bringing back so many great memories and I hope you enjoyed my

little reminisce down memory lane.

**Alan Sturge, Bignall End**

*It's always possible that the lorry was rebuilt after the accident, with a new body, and was photographed before it was re-painted and went to another operator – anybody any ideas about that?*



## PICKFORDS IN THE NORTH-EAST

The article on Pickfords Heavy Haulage in the August issue of Vintage Roadscene certainly brought back memories, as I was brought up in Stockton-on-Tees.

At the time shown in the article,



Pickfords heavy haulage had a depot in Church Road, near to the junction with Portrack Lane. With the rest of my family, I lived in Portrack, not far from the depot.

The Metro locomotive works was on Yarm Road, between Stockton and Eaglescliffe, but the works subsequently was closed down and work was transferred to Metro's factory in Manchester. The closure would have been in the late 1950s, possibly soon after the date given in the article.

Pickfords heavy haulage was also involved in transporting boilers, manufactured either by Head Wrightson at Thornaby, or Riley's in Stockton. When one was moved on from Riley's and the route took the load down Stockton High Street, a team from the council would move ahead of the load and dismantle street furniture for the load to pass through safely. This was particularly the case when the load had to turn into Yarm

Lane from the High Street. Sometimes the boilers from Head Wrightson would be launched into the River Tees and towed to their destination.

At that time the competitors to Pickfords for heavy haulage traffic would have been Sunter Bras at Northallerton and Siddle E Cook at Consett. Sunter Bras heavy haulage was merged with Wynns to form Econofreight.

As a young boy in the 1950s, one didn't appreciate the names of the vehicles used, and it was only as one has got older and looking back does it matter. Particularly as the likes of the Scammells and Thornycroft Antars etc, have disappeared except for those in preservation.

It's certainly interesting reading the articles in Vintage Roadscene and I still remember seeing some of the vehicles shown.

**G R Clement, Holbeach**



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## BECK & POLLITZER SCAMMELL

On the inside cover of the August issue of Vintage Roadscene, there is an advert for the Great Dorset Steam Fair, which features one of Beck & Pollitzer's Scammells. I was particularly interested in this, as I was working at Beck's when this one came into service.

I started work there in 1965, driving a 7 ton Dennis semi-low loader, with a winch and skids and Perkins engine. I sometimes carried machinery, but mainly fork-lift trucks, which Beck's owned and hired out.

I eventually became the stand-by driver for the artics, driving every lorry in the depot, when their drivers went on holiday, had time off sick or thought up some good excuse why they couldn't drive up to Scotland and back.

The reason I took the enclosed photo was because I thought it was so unusual to see this old Scammell, which was permanently hooked up to a low-loader trailer, with a winch and knock-out back axle, to be carrying something that was new to Britain at the time, a container.

The United States Line took over a berth at Victoria Docks, London, and needed large numbers of lorries to deliver them. They probably phoned Beck's as we had a full-page advert in the phone book.

The company had four Scammells like the one in the picture, three were artics and one had a draw-bar trailer. When they pensioned one off, it was replaced with a Scania Vabis six-wheeled unit, which was like driving a limousine.

I eventually got a regular lorry, a Ford D1000 with a Cummins engine, 28 tons gross. After many years of being in Lambeth, Beck's moved to Dartford, to a brand new depot, but continued to rent one



railway arch, keeping one crane and one lorry in Lambeth, for calls that still came to the old address.

Lambeth Road's claim to fame is that it's where Captain Bligh from *The Bounty* lived and there is a blue plaque on his house. He is buried in the churchyard at the other end of the road.

Beck's London Depot was originally a petrol filling station and, although they didn't sell petrol, they never removed the pumps. The house that was on the site was turned into offices and the large garden, always referred to as 'the lawn', had parking space for about 20 lorries.

I look forward to receiving *Vintage Roadscene* every month, it's a really good read. Keep up the good work, wishing you all the best.

**Harry Coughlan, Rayleigh**

## HORSE-DRAWN CART

May I comment on the 'horse-drawn farm cart' amongst the photos at Glamis Castle. It isn't a farm implement but, made by Lyall Norrie, Forfar, it is a replica of the winchcart, which was used to transport all the shaped interlocking blocks from a yard in Arbroath to the harbour, for shipping out to build the Bell Rock Lighthouse. The cart had no platform, each block dangling below. The blocks were transported over two years, all by the same horse.

**Brian Finnie, Carnoustie**

*I knew somebody would know exactly what that horse-drawn cart was, thanks for the information. I think there was sign, but I'd forgotten exactly what it said...*



## MORE ABOUT TIPPERS

I have my latest *Vintage Roadscene*, issue 225 for August, and as usual, a great read and photos. I liked the Henry Joyner story and also the 'Eight wheels on my wagon' section.

On page 40, the 'Hoveringham' Foden S21 8x4 tipper, with the opening on the off-side top of the cab. This was, in fact, a mirror, raised to help drivers to reverse up to a navvy with a dragline bucket to load with ballast.

The 'Scene & Hard' section was full, as usual. I found Mike Smith's letter interesting.

He was right, Woodside Brick Company did have ERF 'Sabrinās' and also ERF LV model 66G or 66GX. These had 'Woodside Bricks' on the front, but 'Hall & Co' on the cab doors, with the fleet no in the roundel, the same as Hall & Co's vehicles. One of these was HLF 981C, fleet no 4353, in the Woodside livery of dark burgundy with gold lettering.

I also thought Alan Robinson's letter was great. I went through Walton on Thames in tippers as a schoolboy. This was right in Ham River and Hall & Co territory. I remember water pouring out of old tippers as well.

It was nice that Alan remembered the Hall & Co Bedford OST tippers, the Ham River

AEC half-cabs and also Rover, Henry Streeter and H Kay – great memories.

Lastly, the Hall & Co Dennis, which Mike Smith mentioned, I think this was a credit to the signwriter. Just to do the front of the cab and the cab doors would have taken a long time, without the body. Hall & Co did a lot of local carnivals and shows, so perhaps this was a good chance to advertise.

Lastly, John Hunt's letter, what a surprise to see the photo of the 'John Hawtry' Foden dump trucks – great, I'd love a copy of that. My late brother Colin saw one of them in the early 1970s. I hope this is of interest.

**Alan Biggs, Enfield.**



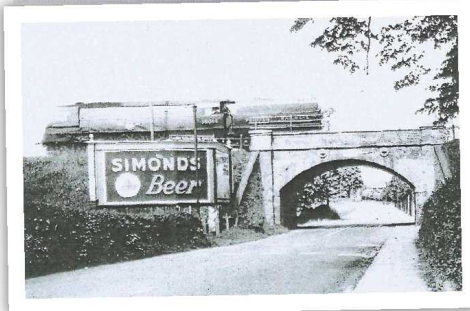
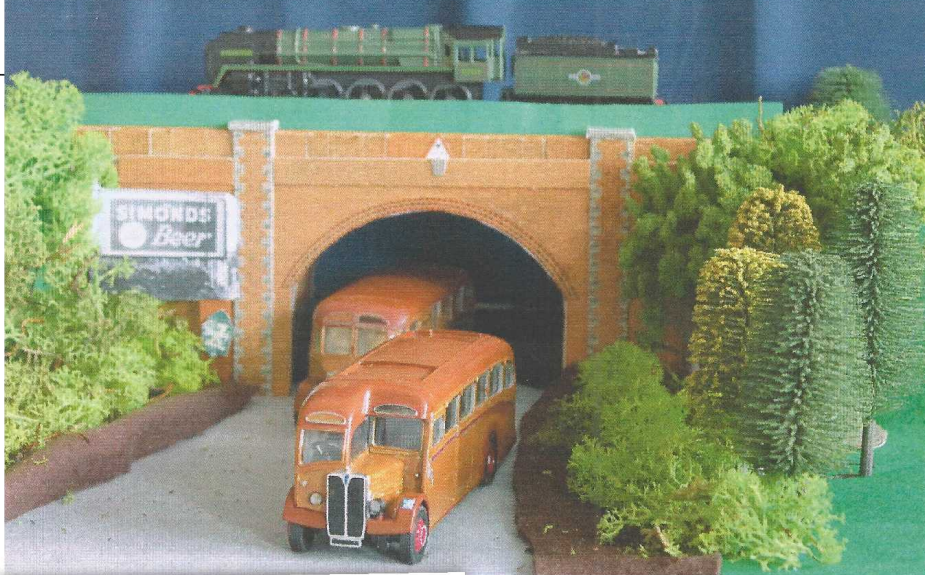
## THE RAILWAY BRIDGE AT WILTON

Anyone who is just about old enough will remember Southern Railway locomotives passing to and fro over the bridge at Wilton, near Salisbury in Wiltshire. They would be 'West Country', 'Battle of Britain' and 'Merchant Navy' classes from the Bulleid years, or 'Lord Nelson' and 'Schools' classes from the days of Maunsell – both Chief Mechanical Engineers of the SR. Later, there would be British Railways standard classes as well.

The advertising hoarding was there in 1949, usually promoting 'Gibbs New Brewery', brewing Salisbury beer, or Simons brew from Reading. Almost beyond belief, the advertising hoarding is still, there although the beers have gone.

Those faraway days were certainly the age of the coach trip, on any summer evening, coaches would appear under the bridge, returning from a day tour around the Cotswolds, Bristol Zoo or just anywhere in a northerly direction.

They all made their way to Salisbury Market Place for a half-hour stop – usually a very quick drink. As for 'Wilts & Dorset', the journey ended there for them. I would not recommend standing near the bridge today, the chance of seeing a Leyland Tiger, AEC Regal or Maudslay Marathon suddenly



appear under the archway could be a million to one and the traffic volume is extreme.

Did we appreciate life 50 or so years ago, when we had supreme locomotives in abundance, the vehicles on the road were less frequent and what we did have was pure artistic elegance on road and rail, only to be found today on rail tours and at

vintage rallies.

The Transport Treasury' picture taken at Wilton in 1949 gave me the inspiration to make a fairly basic model of a 1955 scene at the railway bridge over the road. The locomotive is 'Evening Star', running light engine. The coaches are Bere Regis & District, heading for a short stop at Salisbury, then onward to Dorchester. One of the company's many AEC Regals, DTK 747, new in 1950, is in front, with Bedford OB, BPR 401, new in 1946, which lasted until 1959, following closely. As many readers will know, at one stage, Bere Regis had over 100 buses and coaches. To many local people, it felt as if the entire fleet was immortal. Maybe they were...

**Terry Giles, Trowbridge**

## MORE P & O DETAILS

I was intrigued to receive today the latest Road Haulage Archive title and discover P&O Distribution featuring heavily – brilliant. I may comment further later but can tell you that P&O took over five depots, staff and vehicles of the UK arm of Reckitt & Colman, including four of the management team from Hull – Frazer Menzies, who was the distribution director, retired shortly after that, while Mike Fisher and Stuart joined the P&O management team, but worked from a new office in Hull, adjacent to R & C. The third became new manager at Ripley before moving to Coatbridge.

The five depots were Belfast, Coatbridge (the opposite side of the railway to our existing site at the Containerbase), Harlow, Ripley and Rothwell. Two featured vehicles that were NOT P&O-owned were both almost certainly owned and operated by Hugh Stalker from Brampton (the Leyland Roadrunner and the Steyr) - he used to trunk from Rothwell nightly to Brampton to cover Cumbria, North Lancashire and the borders for Reckitts and initially for P&O.

Aberdeen was the then home of the

service for Orkney and Shetland (until we later lost the franchise) and we operated OASIS (Orkney & Shetland Island Service) from there, along with daily services between Aberdeen and Coatbridge.

Shetland was the home to the founders of P&O (Wilcox & Anderson) in 1825 (1837 is the first formal date for the foundation of the Peninsular & Oriental Steam Navigation Company as that was when it gained its first mail contract) and we had a big and very varied fleet based there, apart from the ferry service vehicles (particularly for livestock, fish and liquor - the main exports).

I visited Aberdeen several times, but the site, as Bob will tell you, needed some serious 'investment' BUT when we failed to secure renewal of the ferry franchise that was never going to happen and we went to another even longer established company, The Shore Porters Society, for future business co-operation. One of the members of the Society has written a book on the Shore Porters and it must surely be another candidate for some exposure – with a depot in London – it still operates today as a Society and is regarded as the

longest-surviving business in the UK (if not the world?).

Enough for now, except to mention that P&O Distribution was formed from the splitting of P&O Roadways into Roadways for container business and Distribution for primary, secondary and retail storage and distribution – following the merger with Sterling Guarantee Trust and the addition of Butlers Warehousing & Distribution to P&O Storemasters and a number of other business entities.

It is good to see P&O being featured and nice to know that at least one person took pride in his work and enjoyed it. I doubt if I ever met Bob, but I would certainly have noticed a well looked-after vehicle – we did have a few – and so would John G Turner the managing director at the time, with whom I also enjoyed an excellent relationship – a sharp contrast to the 'clowns' who came along later – as nothing is now left I think that says it all...

**Peter Seaward, via e-mail**

*We will have more from Peter on P&O in a future issue, as the company was such a big player, with such a long history as well.*



## MOTOR SHOW STAR

Regarding the panoramic view of the 1960 Commercial Show on page 40 of issue 226, I am sure I will not be the only one to pick up on the 'Birmingham' Daimler Fleetline in the distant view. This was, in fact, the original Fleetline, dressed in Birmingham colours, registration 7000 HP, fitted with a Daimler engine, rather than what became the standard for the type, Gardner 6LX, which Birmingham City Transport received as a demonstrator at an early stage following the show.

7000 HP remained with Daimler and visited many operators nationwide, before being sold to Tailby & George Ltd (Blue Bus Services) of Willington, Derbyshire in 1966. By 1964, when still with Daimler, it had been fitted with a Cummins V6 engine, remaining so powered (albeit with a number of different engines of this type fitted) throughout its time at Willington. This historic bus was one of nineteen vehicles destroyed by fire at the Willington depot in January 1976.

**David Stanier, Derby**

## EARLY DAF WITH ACKWORTH

Following the article on DAF tractor units in the 1970s and Trevor Jones' letter in issue 226, mentioning that some were operating in Yorkshire back in 1966, prior to the start of DAF imports in 1972, I thought the enclosed picture would be of interest to readers.

This 1966-registered DAF, MWU 344D, with the earlier style cab, is seen in service with Leeds operator Ackworth Transport, with a four-in-line platform trailer, looking smart in the company's pleasant two-tone green livery, when photographed in Knottingley during February 1968.

**Leo Pratt, Leeds**



## BRS PICTURES

The letters on the BRS feature are interesting. It's astonishing that someone should see the Mackintosh Foden in the magazine who lived opposite the photo spot. Regarding the LCFO van. Unfortunately, if you had been able to read the original captions, I had put that it was an LCFO/AR and I even had the chassis number 52641. It was photographed on April 18, 1959 but other than South London I cannot remember where.

At the time, I knew Mike Houle, who lived at Clapham Junction. He was getting lists of new vehicles coming into BRS and there was a batch of 12 LCFO/AR vans, all with VYL registrations, but scattered from 359 to 409, with all and sundry in between. I used to laboriously copy them in longhand in that age before photo-copiers etc!

**Brian Stephenson,**  
via-e-mail

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# Exotic Interlude



**N**orman Chapman has come up with a follow-up to Phil Reed's series on 1970s tractor units and wants to bring a little colour and exoticism to Tailscene. Here are two legendary 'Johnny Foreigners' operated by H Frost & Sons of Stanton, Bury St Edmunds in Suffolk. Historically, the two marques of Volvo and White would become inextricably linked. We in England had a taste of American cab-over trucks on British roads in the late 1970s early '80s. These were mainly Mack, Kenworth and White, with which a few 'flamboyant' hauliers got themselves noticed by operating.

By and large these seemed to be mainly one off purchases, however there were some operators who bought more than one. In the case of White, around 1978,

**THESE WERE MAINLY MACK, KENWORTH AND WHITE, WITH WHICH A FEW 'FLAMBOYANT' HAULIERS GOT THEMSELVES NOTICED BY OPERATING**



the Ohio-based manufacturer decided to launch the Road Commander II into the UK. The truck sold quite well and some later versions, like Frost's were right hand drive specials. By 1980, Volvo had taken over the now insolvent White Motor Company in the USA and continued to sell the truck through a few UK concessionaires for a while.

Meanwhile, Peter Fay remembers a firm in Avonmouth called Whitwills, which operating a whole fleet of Kenworths. He tells us he was one of the original Kenworth drivers. Phil Reed's articles were about the 1970s, but Whitwills didn't get the

Kenworths until the early 1980s. There were four 4x2 and one 6x4. The 4x2s were right hand drive and brand new. The 6x4 was second-hand and once owned by an owner-driver called Gerry Holmes. They were supplied by Dando's of Chipping Sodbury.

The registration of Peter's 4x2 was LOU 555Y – which he says didn't describe the performance! He doesn't know what became of the Kenworths, but he lost his when the relief driver while he was on holiday turned it on its side going from Cromwell Road into Warwick Road. Unfortunately, the vehicle wasn't replaced, so he lost his job at Whitwills.



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